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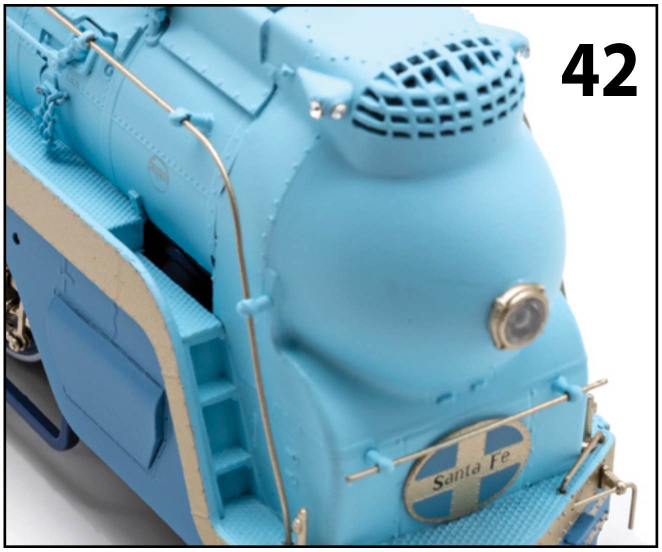

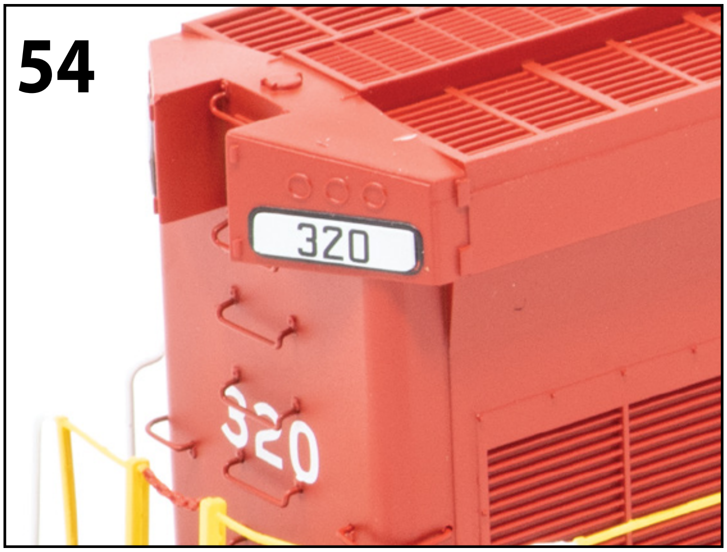

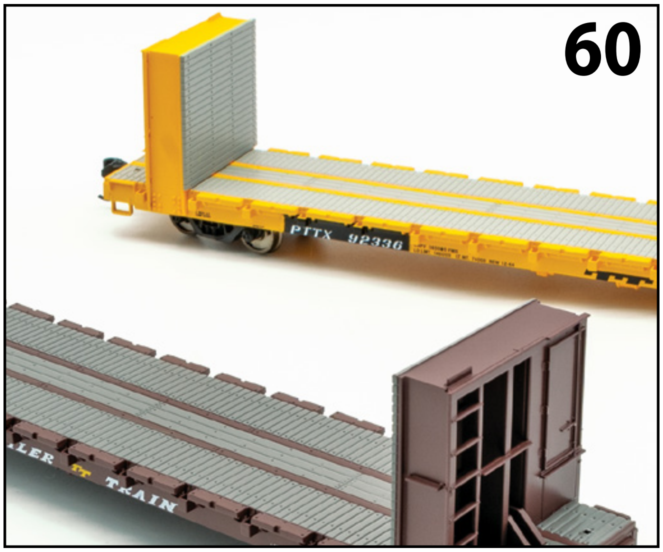

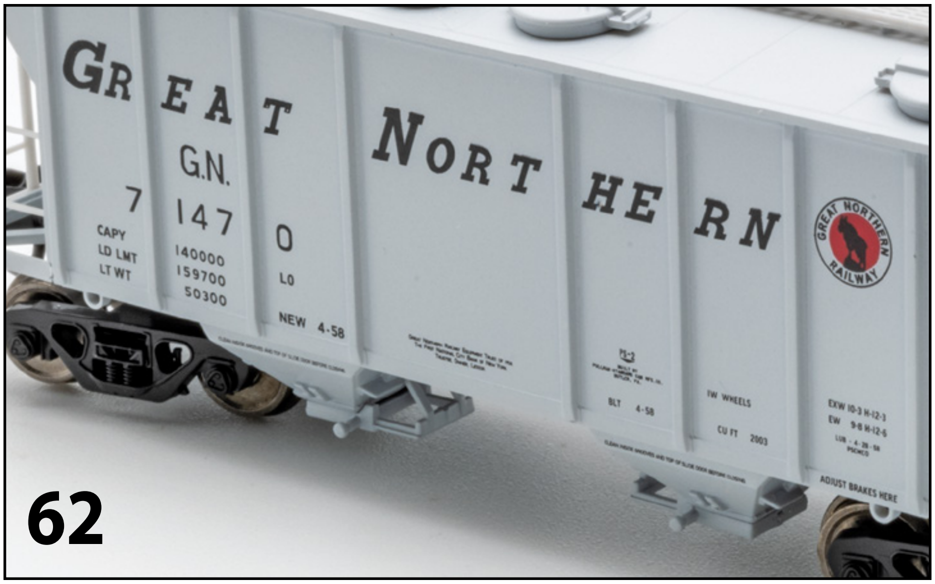

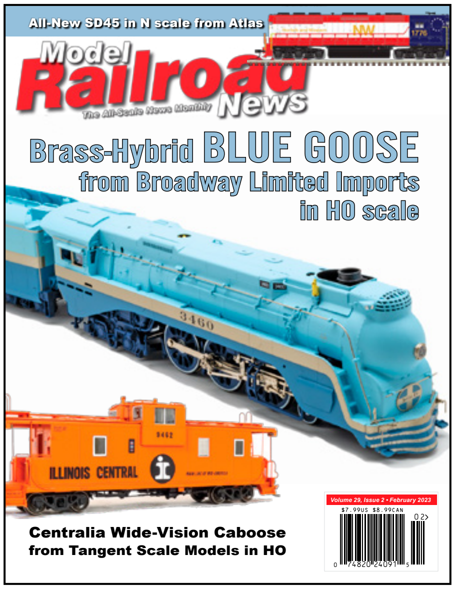

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## *On The Cover*

Santa Fe's one-of-a-kind Blue Goose 4-6-4 steam locomotive is a new addition to Broadway Limited's Brass-Hybrid series in HO scale.

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The All-Scale News Monthly

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info@whiteriverproductions.com
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**PUBLISHER**
*Kevin EuDaly/White River Productions*

**EDITOR**
*Tony Cook*
editor@modelrailroadnews.com

**ASSISTANT EDITOR**
*Shane T. Mason*
stmason@modelrailroadnews.com

**CONTRIBUTING EDITOR**
*Tony Lucio*
tlucio@modelrailroadnews.com

**LAYOUT**
*Tony Cook and Shane T. Mason*

**PROOFREADER**
*Julie Jessup*

**EDITORIAL ADDRESS**
Model Railroad News
105 S. Main St., Suite 177
Plattsburg, MO 64477

**NEWS EDITOR**
news@modelrailroadnews.com

**CONTRIBUTORS**
*Aaron Adams, Chris Atkins, Ryan Crawford, Andy Dorsch, Tom Jacobs, Wesley James, Luke Lemmens, Ron Marsh, John Menges, Randall Pratt, V.S. Roseman, Robert Sarberenyi, Justin Sobeck, and Harry K. Wong*

**SUBSCRIPTION INQUIRIES**
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**ADVERTISING**
Michael W. Lindsay
ads@modelrailroadnews.com
541-955-1096

**DEALER SALES**
dealers@whiteriverproductions.com
Dan Hansen • 866-451-7243
Chris Lane • 303-489-8760

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The ALC-42 Charger is available in Analog and DCC variations, and has accomodations for sound installation as well. The distinctive vent on the side can be illuminated fwith the addition of a standard 11-211 interior lighting kit (sold separately)! Run these engines with Kato's Superliners® or with any of Kato's available Amfleet® or Viewliner® items!

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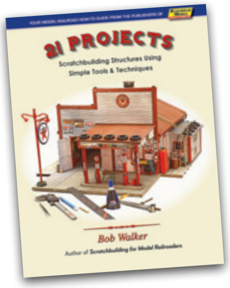
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In 1964, the Canadian National purchased six Super Domes from the Milwaukee Road. The CN called them "Sceneramic" cars and placed them in service on the Super Continental. VIA Rail inherited all six and used them into the early 1980s. They were then sold off to private owners. Amtrak leased, and then bought, the Milwaukee Road's four remaining Super Domes. The cars were on many routes including the San Francisco Zephyr and Coast Starlight. Amtrak sold all four in the late 1970s. They acquired three cars from Tour Alaska in 1990 and operated them through 1995. The North Carolina Department of Transportation (NCDOT) acquired former No. 53 in 1996 and used it on the Piedmont before selling it in 2005.

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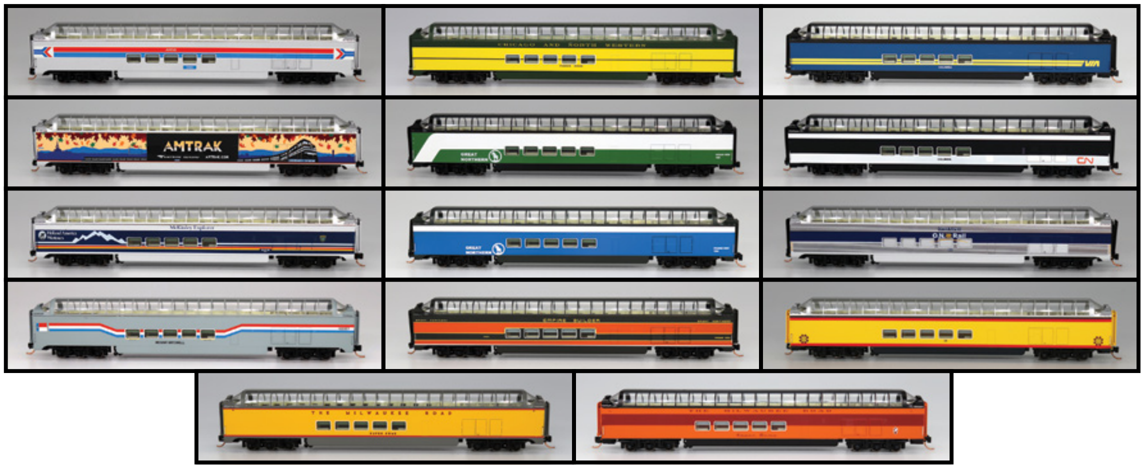

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## EDITORIAL

Staying informed on all things is a challenge in this fast-moving age when existing information isn't the challenge, but keeping up with the vast amounts of it coming at us from all directions and sorting through what is important and accurate is a sidebar for the times we live. One aspect that is wonderful is the abundance of shared news that in the past might be labeled insider information. Today, it's routine to see views of models in early computer renderings, deco preproduction samples being inspected by manufacturers, examples on the production floor, and on and on. A side of this situation that highlights the hobby's leaders is their ability to share progress and discuss projects with end users. Communication (in all its forms) allows a manufacturer to explain the process of developing a release and why certain things do and don't make it to the final product. Another part of excellent communication skill is being able to deliver tough news just as well as you happily announce an exciting new project. There are many solid communicators in the hobby today. I recently joined Jason Shron and Jordan Smith of Rapido Trains (rapidotrains.com) for a live stream discussion of their company's coming HO-scale Slumbercoach car. In addition to learning much about the prototype and how it was being recreated for this model, Jason shared the economic decision on why the late version with head-end power was not among the initial releases and he stated the hill to climb for the path toward this edition. Another positive communicator is ScaleTrains' Shane Wilson. He recently appeared with a video update wishing Happy Holidays, while surrounded by open boxed HO-scale SD38-2 models. His news was the unfortunate situation of striking the majority of roads in the first release (see page 00) and having them produced again for better quality. No one desires to be in that place, but doing so and getting out ahead of rumors and unconfirmed reports is necessary in today's market. Thanks for making this publication part of your hobby communications.

Tony Cook
– editor

## THINGS WE'RE DOING

Regular contributor Randall Pratt works in the entertainment production industry, doing lighting and sound for live productions across the country. He has spent the last few months working for Rail Event Productions with Producer Mike May, a fellow White River Productions contributor, to build "The Polar Express Train Ride" (raileventsinc.com/polar-express-train-ride) Randall leads the stage lighting team as its Production Electrician, installing lighting in the train cars and on the platforms to create a magical trip to the North Pole based on the classic holiday story *The Polar Express* by Chris Van Allsburg. It's a fully interactive experience complete with Christmas lights, dancing stewards, hot chocolate, the hobo, Santa, and the first gift of Christmas: a silver bell. The preparation process started in August with the first shows opening in late October and performing through the holiday season. Randall travels to all the locations to lead the build of the show and then hands the show off to the local team to operate for the season. If you are close to one of the locations where you can catch a ride, you just have to answer one question: Are you coming?

"The Polar Express Train Ride" is a fully produced hour-long musical train ride and found in four locations during the 2022 season: Whippany, N.J., on Morristown & Erie/Whippany Railroad Museum; Oklahoma City's OKC Railroad Museum; Perris, Calif., at the Southern California Railroad Museum; and Miami, Fla., on BrightLine.

**Above:** Taking a moment during dress rehearsals on BrightLine in Miami, Florida, to hang with The Conductor and Santa Claus. (Left to Right: Mike May, Justin Roland Bramkamp, Randall Pratt, and Jon Sparks as Santa Claus).

**Right:** Here's a look at Randall Pratt's efforts setting up the interior experience for "The Polar Express Train Ride" in a Brightline car. Randall has his laptop nearby to keep up with and contribute to *MRN*.

In between all this holiday effort, Randall assembled this edition's review of Jacksonville Terminal Company's N-scale intermodal equipment.

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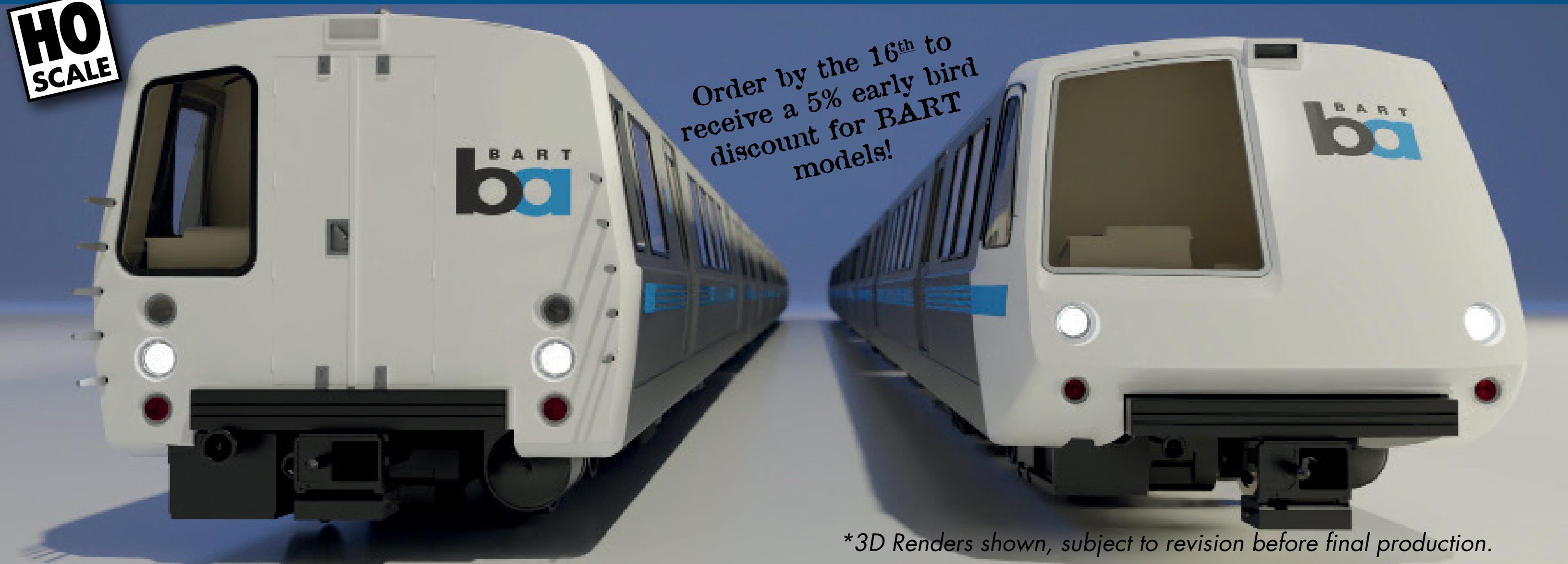
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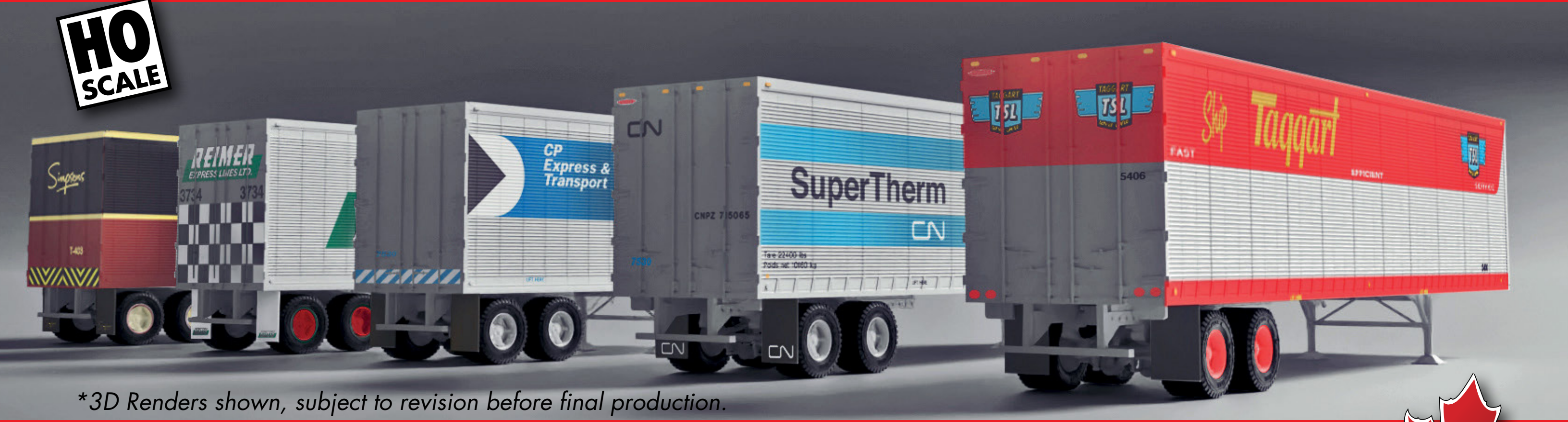
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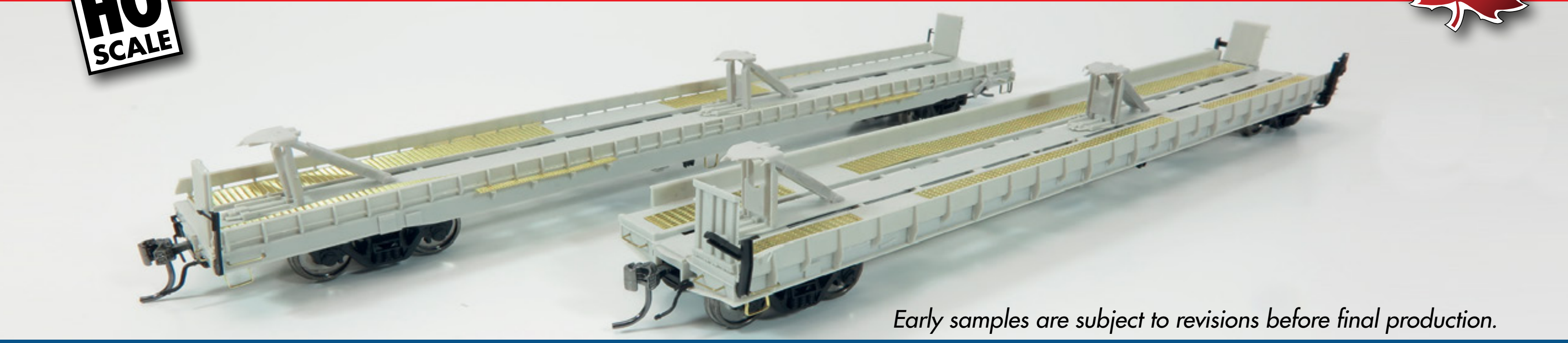

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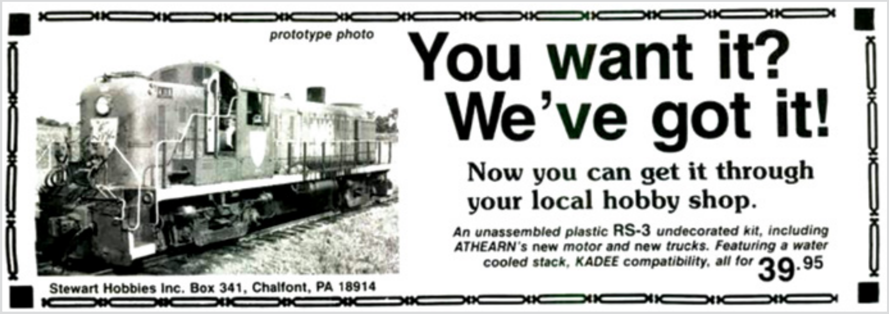
*Bob Kenderdine shared news via email of the passing of Steve Stewart of Stewart Hobbies...*



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**Above:** Stewart Hobbies entered model railroading with its HO-scale RS-3 in the mid-1980s. At the same time, Atlas and Roundhouse also introduced HO-scale RS-3 models. This challenge did not deter Stewart, but may have helped the company seek ways to stand out from the competition.

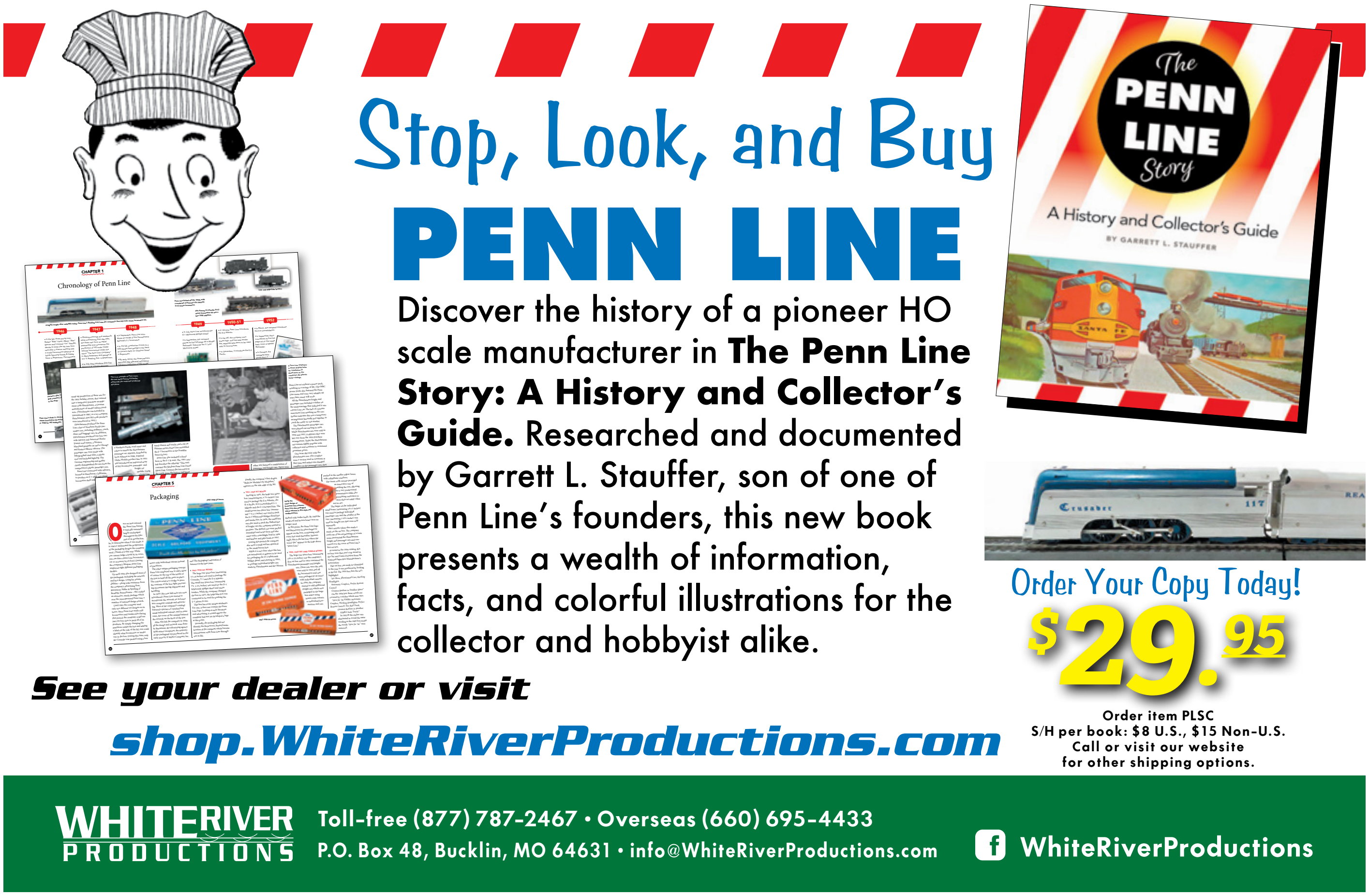
Steve Stewart, president of Stewart Hobbies, passed away on November 21, 2022. He was preceded in death by his wife, Theresa (Terry), in 2002 who served as Vice President of the hobby company.

Stewart Hobbies was incorporated on February 13, 1984, and manufactured HO-scale locomotives and freight cars for more than 20 years before selling its molds, dies, and inventory to Bowser Manufacturing.

Stewart's initial offering was an RS-3 kit, consisting of a plastic shell and metal frame that was designed to use Athearn parts. It was unveiled at the Dayton, Ohio, trade show, where Atlas and Model Die Casting/Roundhouse also announced HO-scale RS-3 models.

Innovative ideas allowed the company to survive the initial competition. Stewart expanded sales of his RS-3 by being the first company to offer different production phases, and did so in support of this Alco diesel switcher. Stewart was one of the first HO model locomotive manufacturers to use gray molded plastic for undecorated models (instead of black) for ease of painting, and also promoted the mass marketing of multiple road numbers for each paint scheme. The line's FT locomotive was among the first HO-scale models to use an LED as a headlight instead of an incandescent bulb.

In addition to his initial RS-3 offerings, Stewart's other HO-scale diesel locomotives included: Alco's C-628 and C-630; Baldwin's AS-16, AS-616, RS-12, VO-660, VO1000, DS-4-4-1000, S-8, and S-12; Electro-Motive's FT, F3, F7, and F9; General Electric's U25B. HO freight cars produced by Stewart Hobbies included a 70-ton 3-bay hopper (with 12, 13, and 14 side panels), a 70-ton offset side 3-bay hopper, and 50-ton 2-bay fishbelly hoppers, along with a Pennsy G39-class ore car.



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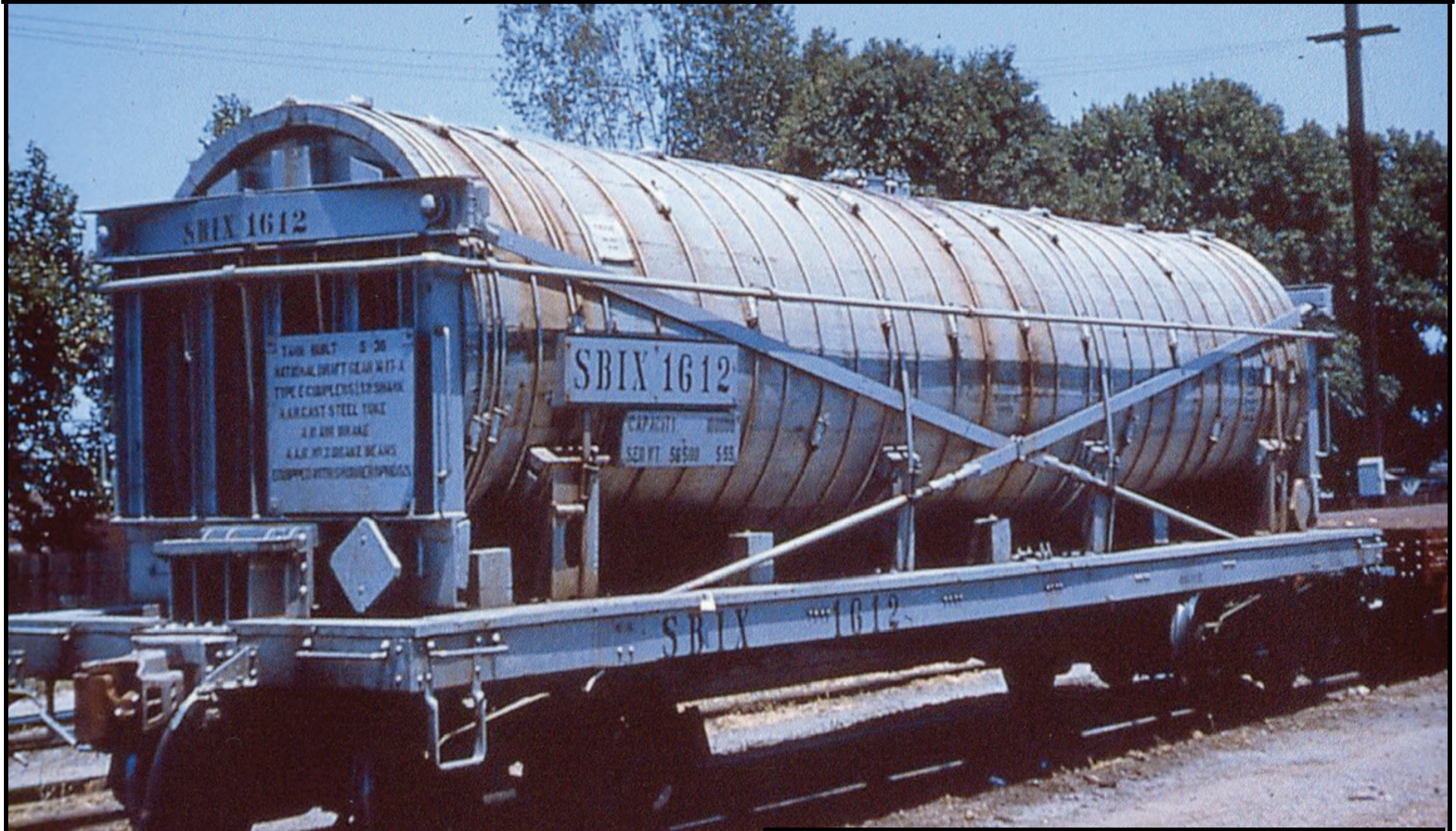
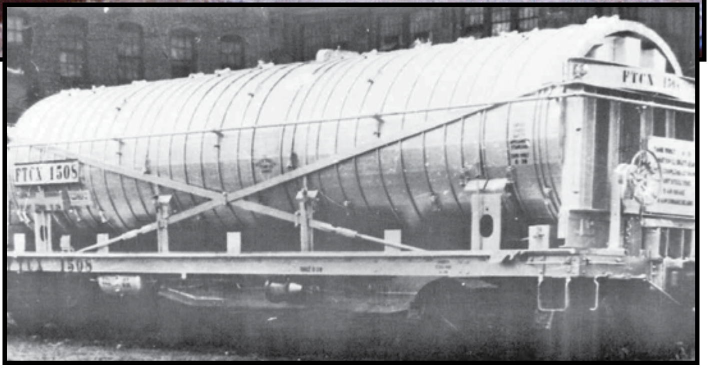
With their wood tanks and silver paint, vinegar cars are among the most unique freight cars seen on North American railroads. These FTCX and SBIX cars roamed across the US from the 1930s into the mid 1970s.

***Consult your dealer or the North Bank Line for more information.***

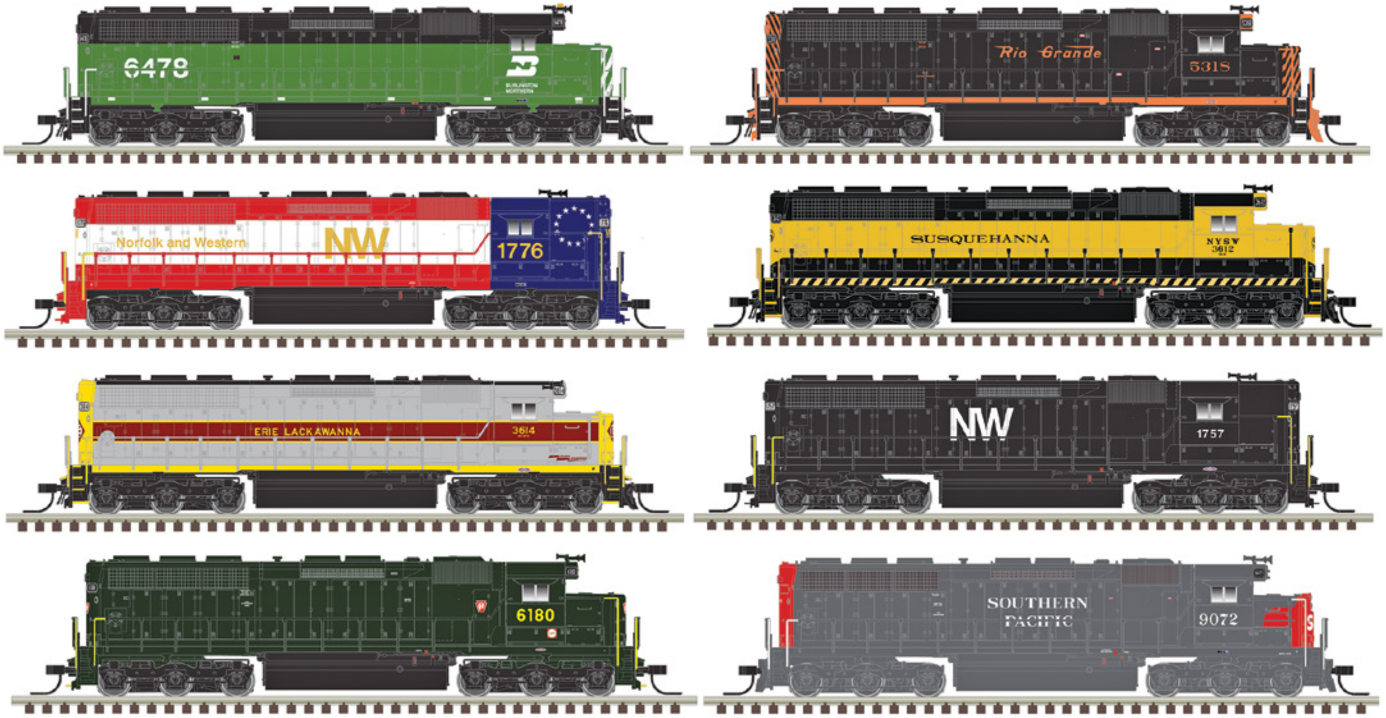




Models will be factory finished in HO scale brass by Boo-Rim Precision with multiple road numbers as confirmed by photos.

Production by advance reservations only.

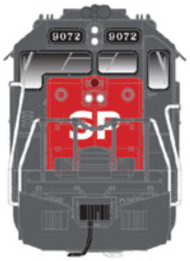
# Atlas announces all-new N-scale SD45 model will join Master Series



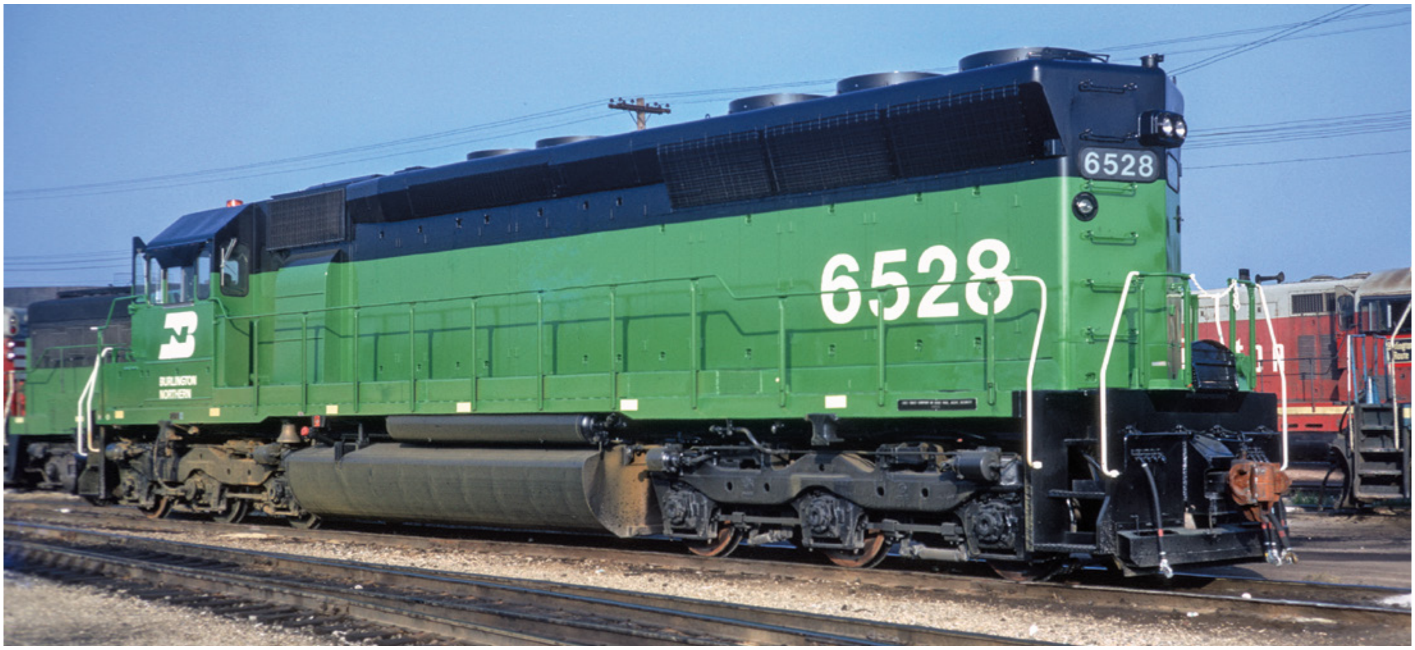
**N** — Atlas will add an Electro-Motive Division (EMD) SD45 diesel locomotive N-scale model to its collection of motive power options in the hobby company's Master Series. The first production is planned to ship in early 2024. The 1:160 reproduction will provide enthusiasts with a fully assembled example of this popular mid-1960s, six-axle diesel locomotive. EMD raised the horsepower stakes (from 3,000 to 3,600) with this flared-radiator revved up catalog option that joined the line in 1966. By the 1971 close of production, more than 1,000 examples were working for U.S. railroads.

As with other Master Series releases, this all-new N-scale SD45 will come in Gold edition with onboard Digital Command Control (DCC) and SoundTraxx Tsunami audio. Atlas' Silver edition SD45 will be sound ready with a factory-installed speaker as part of the mechanism design, and a plug available on the circuit board for easy decoder install for future conversion to DCC operation, if desired. The model will include directional golden-white LED lighting, blackened metal wheels,

**Above and Right:** No railroad came close to amassing the number of SD45 diesel locomotives as once found handling trains on Southern Pacific. Atlas will include three SP road numbers (9072, 9108, and 9151) in its initial production of N-scale SD45 offerings. Atlas will include the road's signature light package details on the model's low hood, and the cab face will present the L-shape windshield section (illustration on right shows these details) as found on select SP roster members.



**Above:** SP 9077 and another SD45 in July 1971. These two examples had more than 300 siblings on Southern Pacific's roster with nearly 40 cousins serving Cotton Belt. Pennsy and Santa Fe had distant second (130 on PRR) and third (125 on ATSF) most populated SD45 rosters. Reading was a minority SD45 buyer with five. — *Keith Ardinger photo, Kevin EuDaly collection*

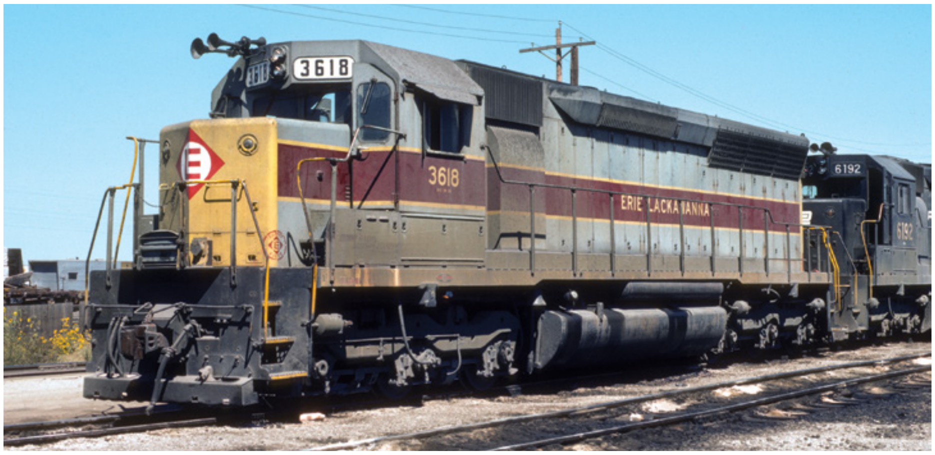


**Above:** BN 6528 shows off its flair in late summer 1971. Three BN SD45s will be in Atlas' production. — *Kevin EuDaly collection*

and magnetic knuckle couplers. Details on road-specific features for this release indicate Southern Pacific releases will come with the road's familiar light package on the nose and the wide L-shaped windshield section. Norfolk & Western SD45s in this group will feature high short hoods with two road numbers (1730 and 1757) decorated for the early 1970s "NW" livery, and will include the road's Bicentennial 1776 special paint as an offering. Rio Grande SD45 illustrations show a nose headlight (though possibly not an exact match to prototype). Air horn style and placement appears to follow railroad practice, with Erie Lackawanna models sporting the low-mounted horns on the angled side of the cab roof. Other road names in the first production include a range of eras, from Pennsylvania Railroad (late 1960s) to 1970s Burlington Northern, on to secondhand owner Susquehanna represented by bright yellow with black ex-BN SD45s that operated beginning in the mid-1980s.

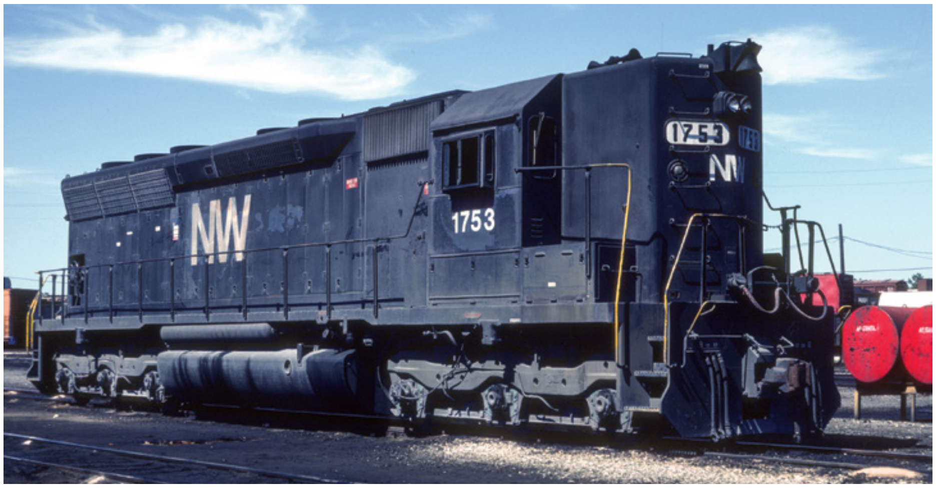
The Silver SD45s list for $169.95, while DCC-sound Gold SD45 carry a $279.99 retail price. Undecorated low-nose and high-nose SD45s will be offered in this run.

Atlas Model Railroad Company, atlasrr.com

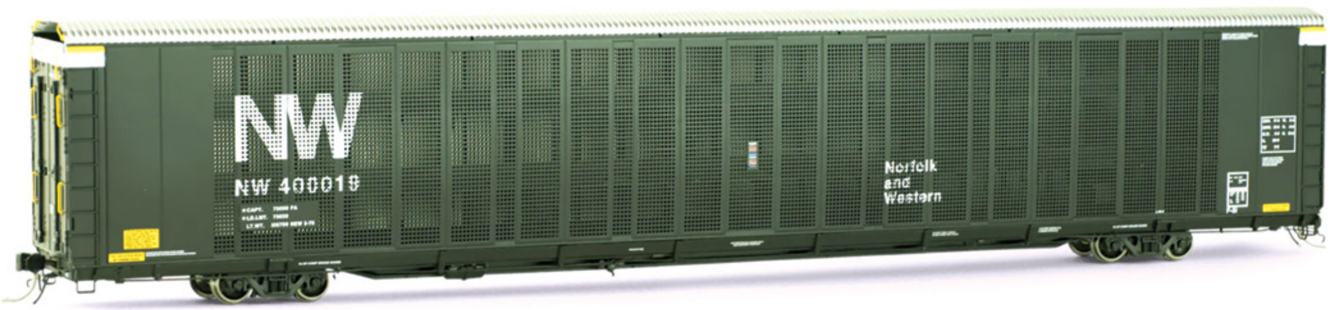


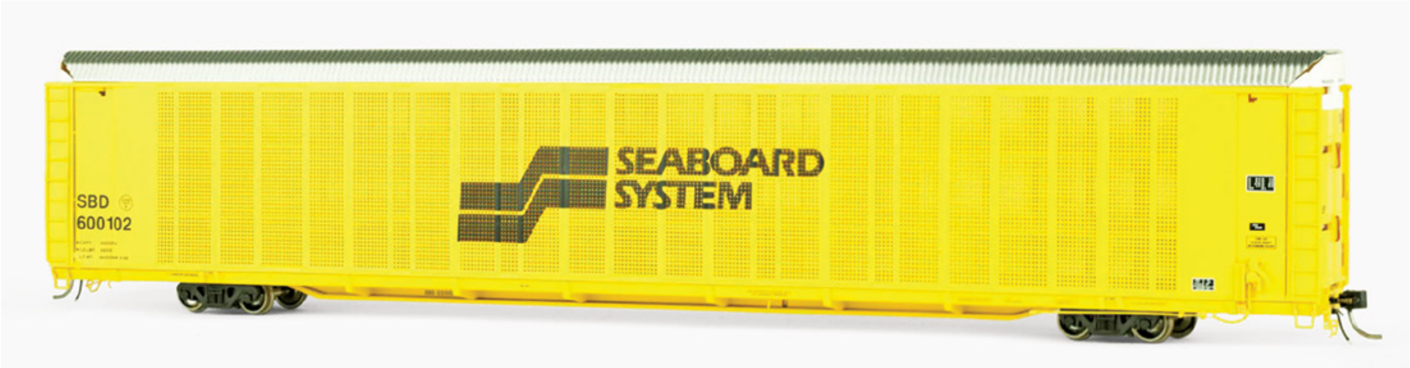
**Above:** EL 3618 was at Fairmont City, Ill., in September 1976. Atlas shows horn placement on its N-scale Erie Lackawanna SD45 models will accurately appear in the low position (as shown on this prototype). — *Ed Hawkins photo, Kevin EuDaly collection*

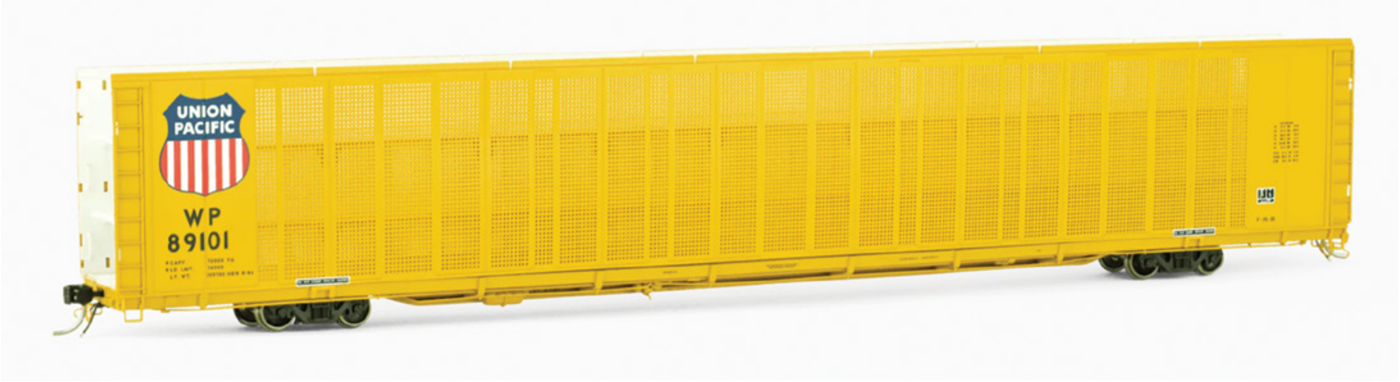
**Below:** Norfolk & Western bought its SD45s with high short hoods (as did Southern Railway). Atlas will cover N&W examples with this attribute and deliver a pair wearing this "NW" early 1970s repaint, plus the colorful U.S. Bicentennial 1776 roster member. — *Ed Hawkins photo, Kevin EuDaly collection*



# Roka Prototype Models debuts with Safe-Pak in HO scale







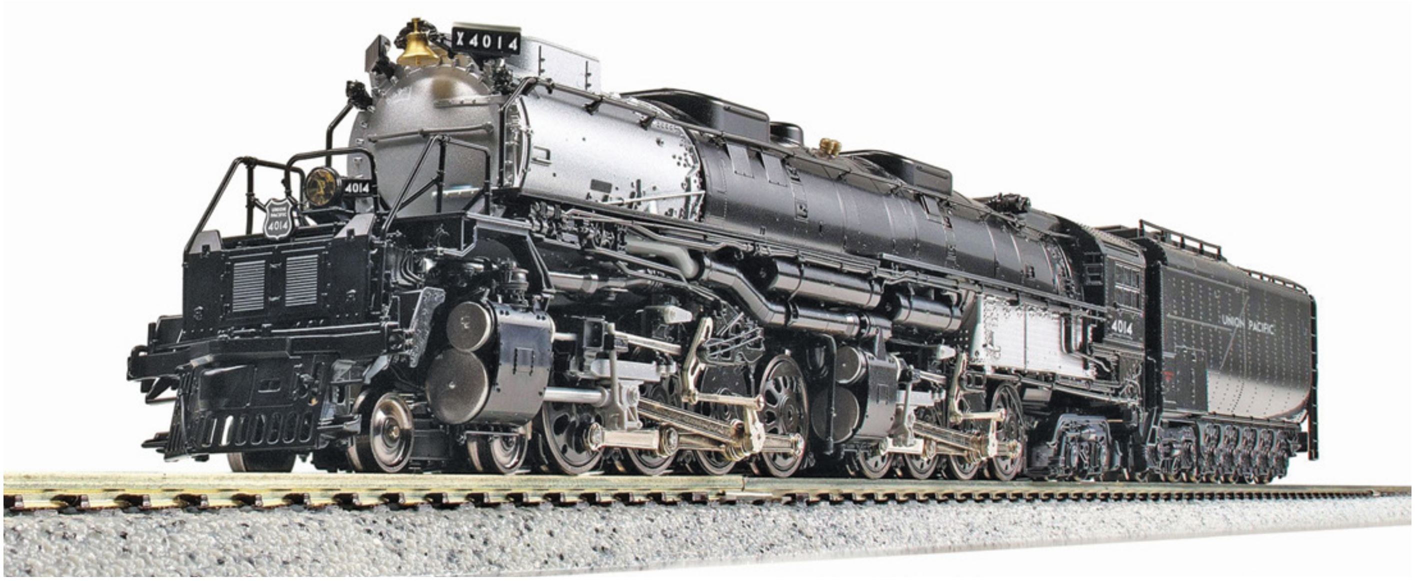
**HO** — Roka Prototype Models is a new name in the hobby and has its first release available as 2023 begins. The offering is a highly detailed replica of an innovative 1970s fully enclosed auto rack railroad car – the Safe-Pak. The first Safe-Pak production went to work in the mid-1970s with many North American Class 1 railroads owning and operating examples. These cars served into the late 1990s transporting finished vehicles.

Featuring a newly developed process, Roka Prototype Models' Safe-Pak will include authentic-looking, see-through body side panels made of plastic (avoiding challenges of fit and warpage encountered when this type of detail is attempted in metal). The model is arriving in the U.S. in January and those who reserved examples from Roka Prototype Models' website will be among the first to receive this interesting prototype turned into a high-quality HO-scale offering. The ready-to-run Safe-Pak will ride on metal wheels and comes with metal knuckle couplers. Road names include Canadian Pacific, CSX (Seaboard System logo), Florida East Coast, Norfolk & Western (black "NW" scheme and brown "Norfolk and Western" lettering scheme), Santa Fe (Indian Red and late-era Mineral Red with "Q" logo markings), Seaboard Coast Line, Seaboard System, and Western Pacific. There are multiple body style variants included in this selection of road names with bi- and tri-level, low- and high-roof, and end doors featuring clam shell or tri-fold design (all presented accurately with respect to road names and liveries). There are multiple road numbers for the announced road names and body styles on this $109.95 release.

*Model Railroad News* reported in May 2022's edition that American Limited would be bringing a Safe-Pak auto carrier to the HO market, this model is that project and it will be the first offering from this new company owned by Robert Stears (formerly of American Limited/San Juan Models).

Roka Prototype Models, rokamodels.com

# Kato's much-anticipated N-scale Big Boy is official with spring delivery announced

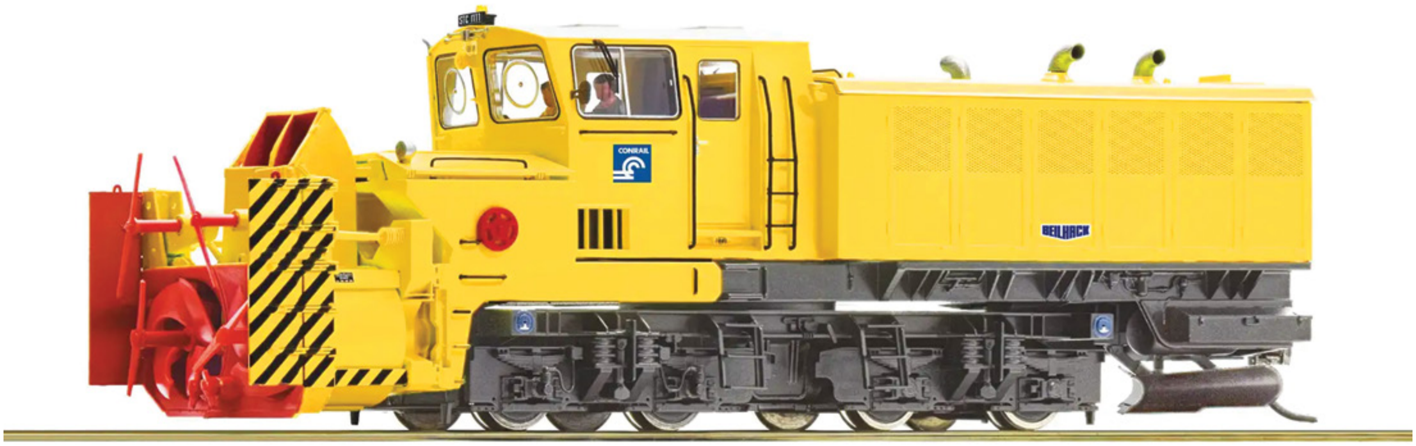


**N** — Kato's Alco 4-8-8-4 steam locomotive, best known by its "Big Boy" nickname, will be a reality in the near future for the company's N-scale collection. The project has been in development at Kato for some time, with hobbyists eager for official release information. The first offering will replicate Union Pacific 4014 in modern (post-2021) excursion appearance. The standard DC model (126-4014) carries a $399 suggested retail price and will possess dual coreless motors with brass flywheels, and weights placed throughout the body (including the cylinder area) to provide balanced distribution for a smooth ride and strong pulling power. Kato's assembled Big Boy steam locomotive will include a tinted LED headlight, oil tender, graphite colored firebox, silver cylinder head and piston covers, builder's plate, gold details on the boiler, and more. The locomotive will navigate 11-inch radius curves and its articulated drivers will each pick up power from the railheads, as will the tender's wheels. Kato expects to ship its DC-version Big Boy during May, with DCC models (126-4014-DCC) and DCC-sound (126-4014-S) following in July. SoundTraxx electronics are listed for Kato's DCC-sound model.

Kato USA, Inc., katousa.com

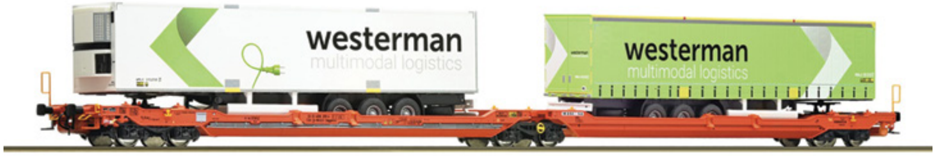
**Above and Below:** Kato joins the list of manufacturers with a Union Pacific 4-8-8-4 Big Boy steam locomotive in their catalog, with a May arrival for the first N-scale production. In addition to standard DC, buyers have the opportunity to purchase this steam locomotive model with DCC and with DCC-sound; and those releases will ship in July.

# Roco adds Conrail rotary snow blower and more in HO



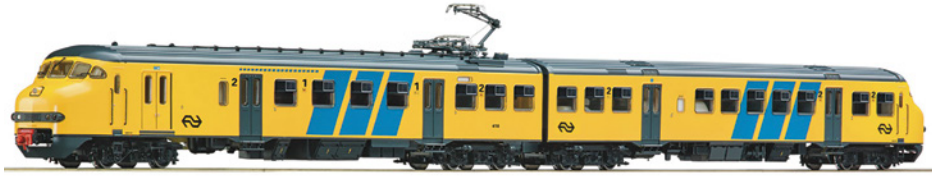
**HO** — Roco Trains' Beilhack rotary snow blower arrives with Conrail decoration for a new release (72804). This amazing model (see the review of a BNSF version in your July 2020 *Model Railroad News*) includes Digital Command Control for use on North American DC-style rails. The unit includes LED lighting, sound output, and an array of animated functions including spinning blades, and the ability to raise and lower the plow and turn the entire unit on its chassis by 180 degrees. The powered unit comes assembled and includes many separately applied details. This model is available from several North American hobby dealers, including TrainWorld (trainworld.com).

Roco, roco.cc

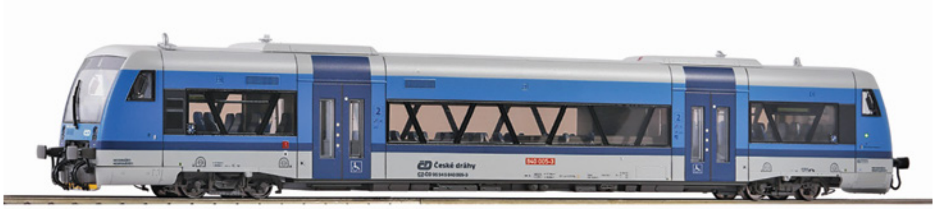


**Above:** Equipped with Westerman Multimodal Logistics trailers, Roco's double-pocket wagon is a die-cast metal replica of a European T3000e intermodal freight car. The Era VI hinged car comes with three trucks fitted with AC wheels.

**Below:** Roco's Dutch State Railways electric multiple unit is a two-part people mover that went into service in the mid-1960s. It was known by its nickname "apekop" (translating to English meaning "monkey head") and operated in the Netherlands.



**Right:** This all-in-one diesel-powered railcar model reproduces a contemporary Czech State Railways prototype that entered service in 2012. The model includes full interior detail with lighting.



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# New release for Tangent Scale Models HO-scale tank car

**Above:** These are the road names in the most recent production of Tangent Scale Models' 1917-design General American 8,000-gallon tank car. Watch for a new release for the line's 10,000-gallon tank car.

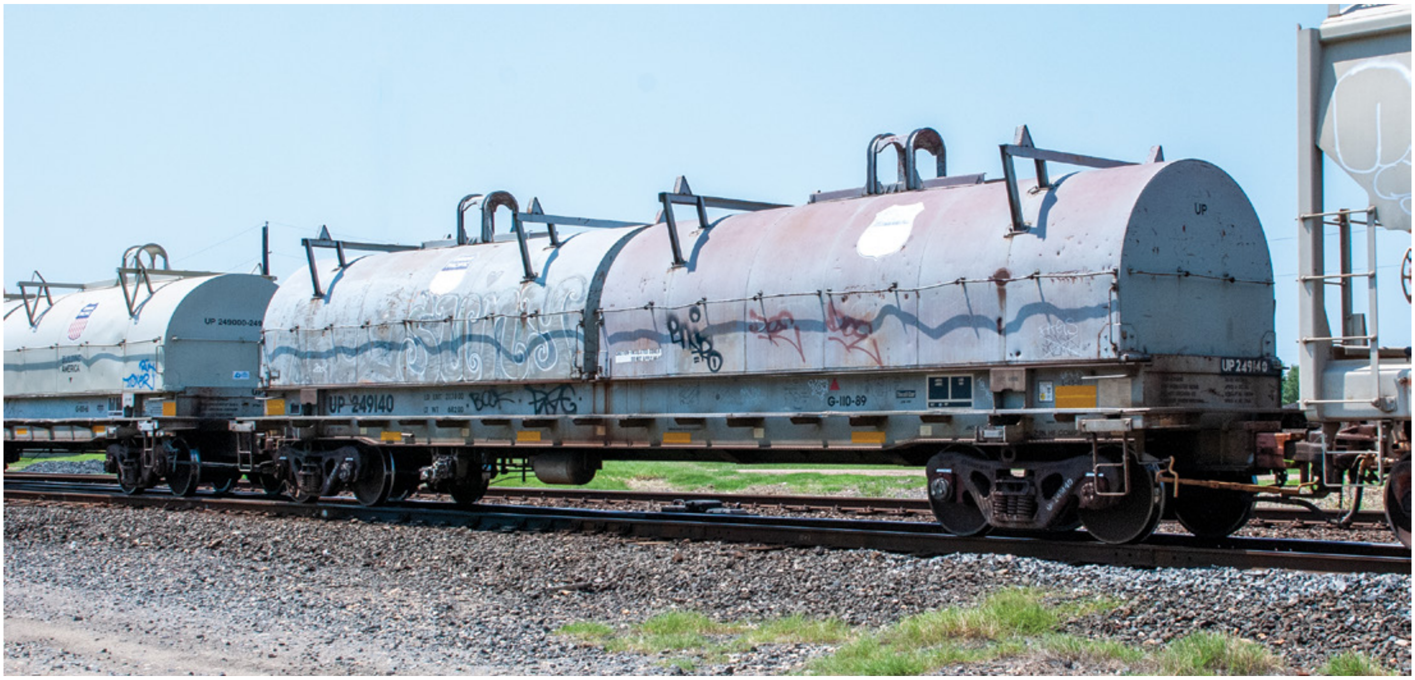
**HO** — Tangent Scale Models offers several fine-quality replicas of tank cars in the company's HO line. Recently returning with a new production is the line's General American 1917-design, 8,000-gallon, single-dome tank car with radial course appearance. This General American style was a very common example in the U.S. and Canada from its debut in 1917 to around 1970.

Tangent's HO-scale replica possesses accurate details that differ between road names. These variations include KC- or AB-brake details, cars with or without Cardwell draft sill springs, different hand brake types, and more.

This production covers a wide range of years, from Dunbar Molasses and Syrup Company (shown above on the right) based on an early steam era 1919 prototype to an early 1970s Burlington Northern water car (shown on right). The assembled tank car replica carries a $46.95 suggested retail price. In addition to decorated tank cars, an unlettered black example is ready for decals, and kits are available.

Tangent Scale Models, tangentscalemodels.com

# ScaleTrains will add Thrall 48-foot coil car for Rivet Counter series in N scale

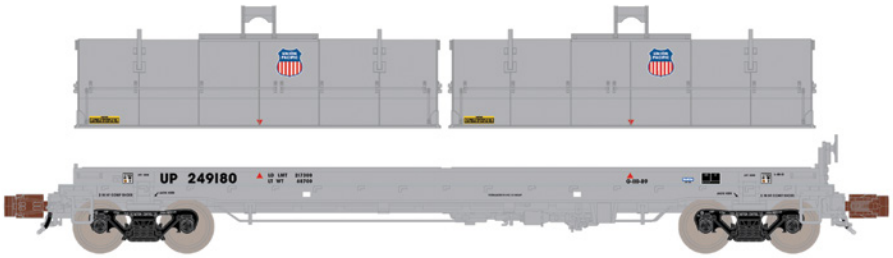

UP 249140
G-110-89
UP 249140

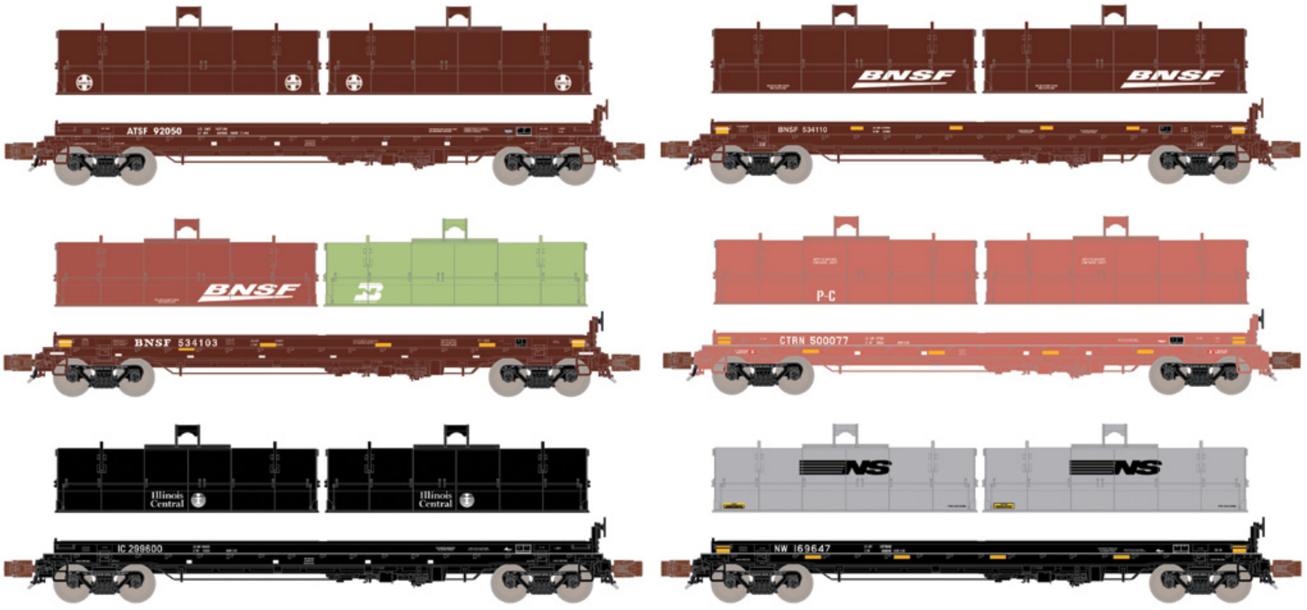
**N** —ScaleTrains will offer a Rivet Counter-edition 48-foot Thrall coil steel car with hoods as a new addition to its line. The first production is estimated to ship by the end of June 2023. The replica will feature simulated wood interior floor, positionable load dividers, four coil steel loads, and more. Visit ScaleTrains online for information on this new N-scale release.

ScaleTrains, scaletrains.com

**Above:** Union Pacific 249140 is a G-110-89 class Thrall-built coil steel gondola with twin round-top hoods (prototypes ScaleTrains will bring to its Rivet Counter N-scale line). The car was rolling eastbound at Flatonia, Texas, on former Southern Pacific rails in August 2022. — *Tony Cook photo*

**Below:** These illustrations show several of the looks coming for the initial offering of ScaleTrains' all-new coil car model. This model will reproduce Thrall's 48-foot steel hauling car with twin hoods. The assembled model has a selling price of a bit less than $40 for this Rivet Counter release.

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CTRN 500077
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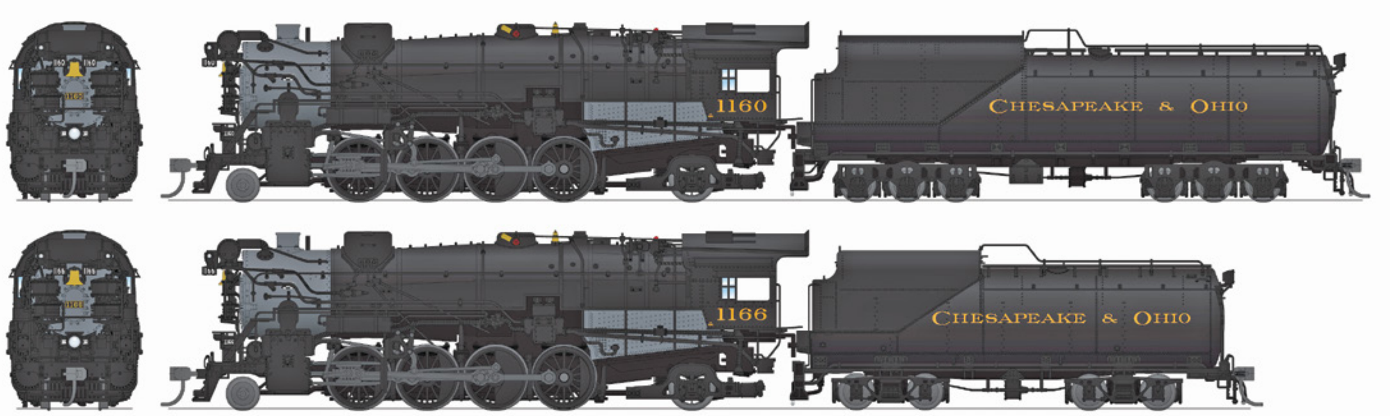
NW 169647

# Spring will bring C&O K-2 Mikado from Broadway Limited as Brass-Hybrid in HO



**HO** — March is the target delivery date for a new Broadway Limited Imports Brass-Hybrid series steam locomotive. This addition will replicate Chesapeake & Ohio's (C&O) K-2 class Mikado 2-8-2 steam locomotive. Alco-Richmond built C&O's K-1, K-2, and K-3 classes of Mikado-type motive power. The K-2s, which went to work in the 1920s, possessed a booster enhancing the prototype's tractive effort by 10 percent versus K-3 siblings. They were considered Light Mikado and were common and popular C&O power for two decades operating freight and occasionally passenger trains. Broadway Limited's HO-scale K-2 Mikado (MSRP: $899.99) will reproduce the protoype's appearance from the 1940s, with large Elesco feedwater heater and flying air pumps up front on the boiler face. The Vanderbilt-style tender matched up to these C&O Mikado steam locomotives included 12,000 gallons (12-VC) tenders later upped to 16,000 gallons (16-VC) examples (the release will include both tender sizes). The smaller tender Mikado releases will include C&O's 1166, 1182, and 1194; large tenders accompany C&O 1160, 1168, 1177, 1196, and 1202. Painted and unlettered Brass-Hybrid Mikados will be offered for both tender sizes, while a brass finish release will come with the large tender.

Broadway Limited Imports, broadway-limited.com

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HO & N

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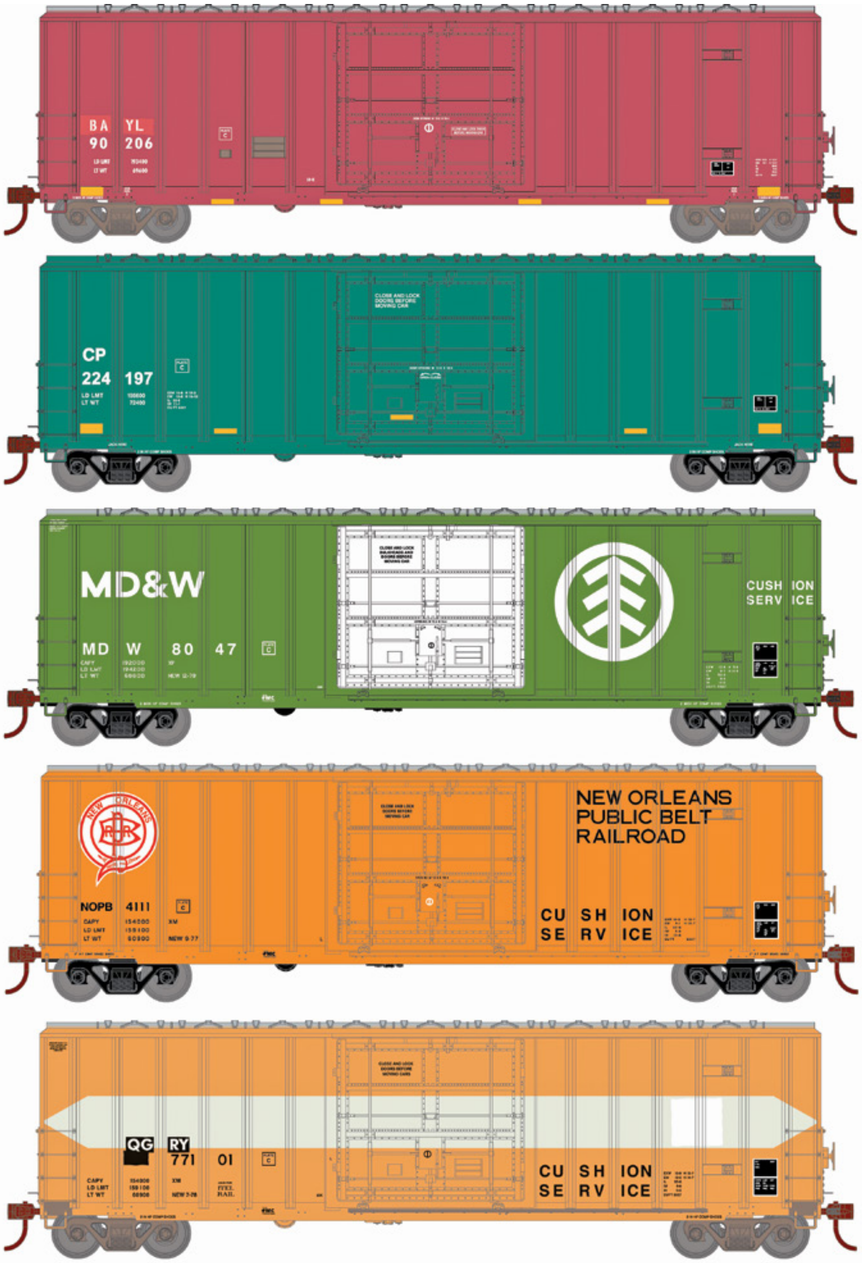
# New FMC 5327 boxcar production will see Athearn retool its HO edition

**HO & N** — Athearn's December 2023 release of FMC-prototype plug-door boxcars with 5,327-cubic-foot-capacity will include a new retooled model for the HO version with five road names for this 1:87 reproduction; the same group will be available in N scale.

This 50-foot boxcar is a common-looking example of the many incentive-per-diem freight cars that entered service in the 1970s (with a great many still in use today). This FMC model includes exterior-post or ribbed side design, nonterminating horizontal end design, and a wide insulated plug door. This is a 70-ton prototype and will be fitted with 33-inch metal wheels. The fully assembled model will come with McHenry plastic knuckle couplers. Among the coming roads, Athearn plans two "Primed for Grime" releases with patching and faded paint; those offerings are Bay Line (mid-2000s era car with BAYL reporting marks on a maroon body) and Quebec-Gatineau Railway (1990s appearance with QGRY reporting marks on faded car with tan band). The other releases are Canadian Pacific (2021 green repaint with white CP reporting marks); Minnesota, Dakota & Western (1979 green car with white door); and New Orleans Public Belt (1977 orange car). Check Athearn's website for road numbers and pricing information.

Athearn Trains, athearn.com



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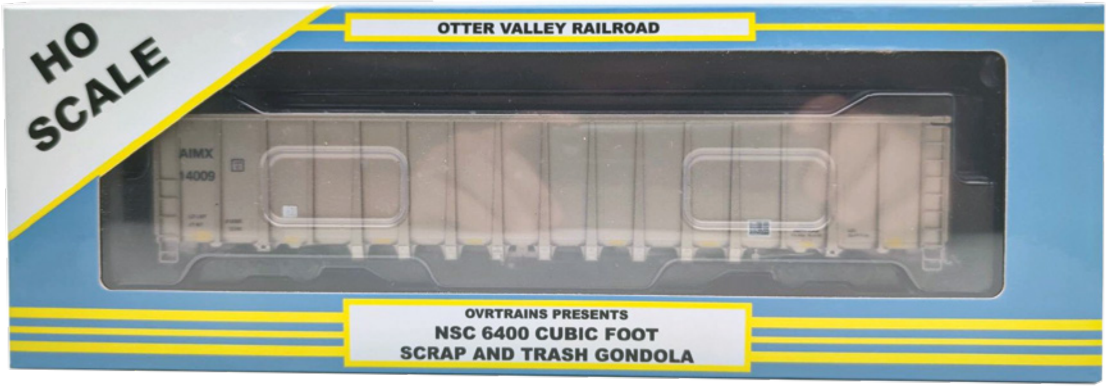
# Otter Valley Railroad delivers its first HO-scale freight car model



**HO** — Otter Valley Railroad, a Canadian-based hobby dealer, enters the world of ready-to-run HO-scale freight car models with its all-new reproduction of National Steel Company's 6,400-cubic-foot gondola. The prototype hauls scrap metal and trash and is a common sight in many areas across North America. This detailed HO-scale model sells for $64.99 direct from Otter Valley Railroad. In addition to singles, six-pack sets will be offered for $349.99.

The gondola (which will be reviewed in *Model Railroad News* in the near future) will come in several sets. The first set includes AIMX (in three numbering series: 1100, 14000, and 23000 with AIM logo) and CDEX's 16000 series. All paint schemes come in multiple road numbers. Otter Valley's second set includes CMBX, DEAX, and two versions for CWSX (green car with large white Cardella name); the third set includes IWXX, OAKX, WINX, and OFOX gondolas. A fourth set offers unlettered gondolas (black or gray body) with yellow reflective markers and data labeling in place. You can find out more and place an order by visiting Otter Valley Railroad's website.

Otter Valley Railroad, ovrtrains.com

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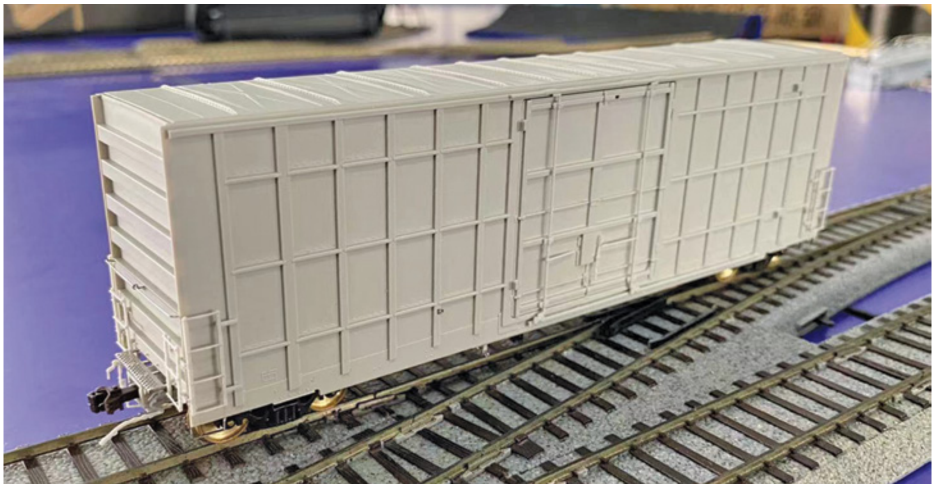
# Aurora Miniatures shares preview for coming HO boxcar model

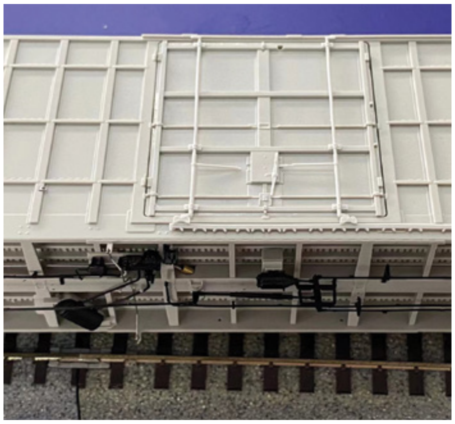
**HO** — Aurora Miniatures International shows its progress with a test shot of its coming plastic HO-scale hi-cube boxcar model. The 50-foot excess-height freight car includes an insulated plug door and uncommon combination of vertical and horizontal ribs or posts across its sides. The models will include detail variations to accurately depict six road names coming in the initial production: AOK, BKTY (Union Pacific), COER, FBOX (TTX Company), Illinois Central (CN era), and UCRY.

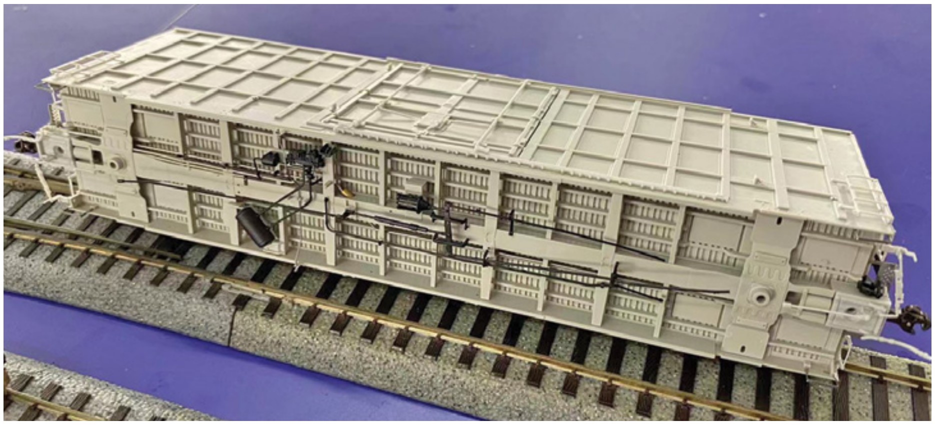
Aurora Miniatures expects this new Gunderson/Greenbrier 6275 hi-cube boxcar model to ship this summer. At press time, sell price was not known for this offering. Check the company website for the lastest information.

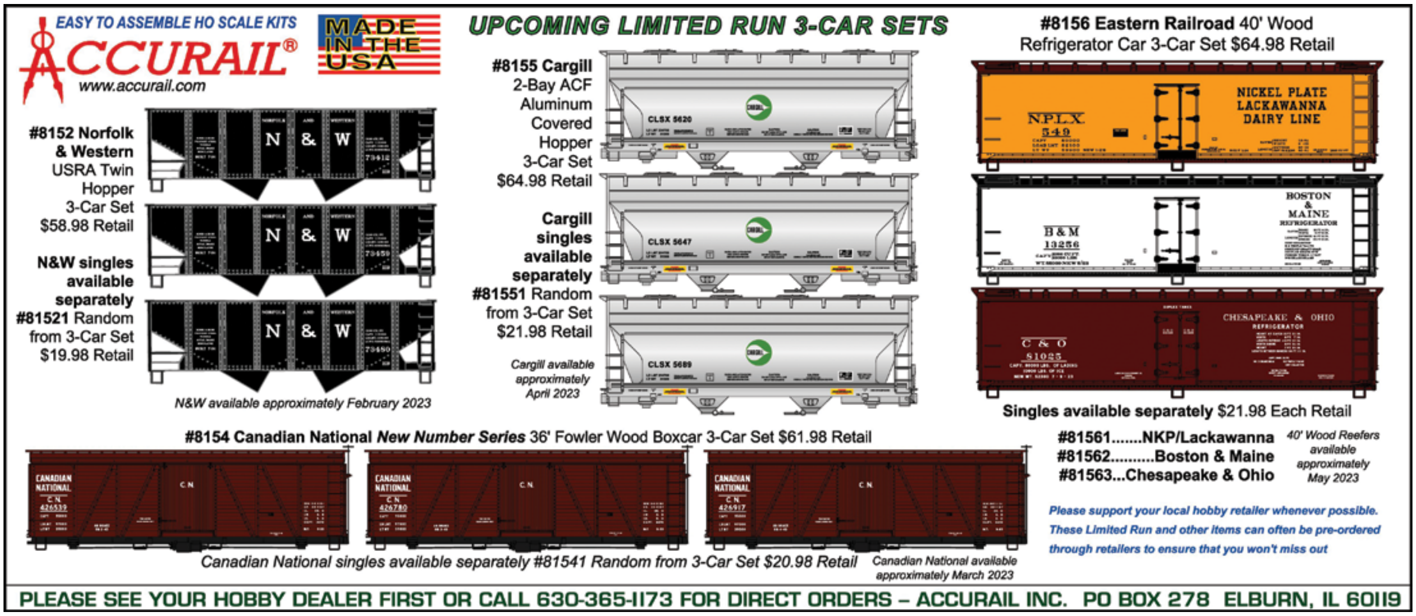
Aurora Miniatures International, na.auroraminatures.com



**Above and Below:** Aurora Miniatures International plans to have this HO-scale reproduction of Gunderson/Greenbrier's 6,275-cubic-foot-capacity hi-cube boxcar available in the near future. This version appears to be the late production underbody example (the release will include a slightly different arrangement of details for an earlier version).



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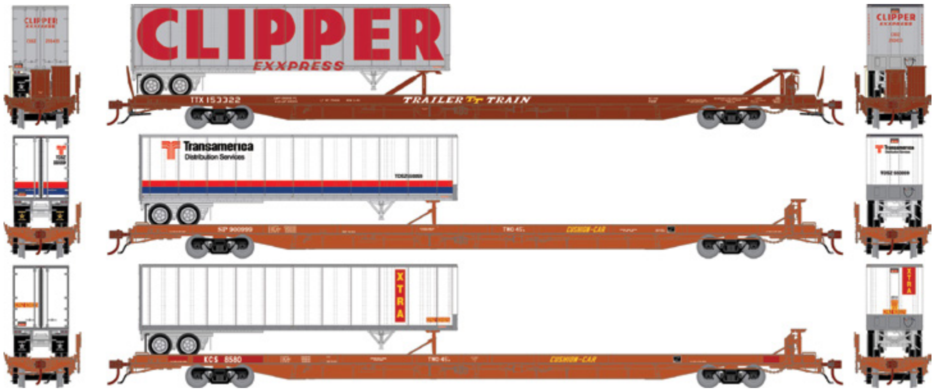
# Athearn F89-F TOFC flatcar returns with upgrades in N and trailer sets in HO and N

**HO & N** — Athearn will enhance its N-scale F89-F TOFC flatcar model for a new Genesis-series release coming in January 2024. The 1:160 reproduction will receive newly tooled coupler cut levers and new rubber trainline hoses, in addition to other details. Both HO (MSRP: $49.99) and N (MSRP: $43.99) flatcar models will offer the ability to place hitches in raised or lowered position. This 70-ton freight car model will ride on 33-inch wheels (rotating bearing caps will be included on HO versions). Road names include Kansas City Southern, Southern Pacific, and Trailer Train (1960s brown and 1980s yellow). Athearn will offer this group of decorations (with road numbers not included in the individual releases) as part of a set with a 45-foot Fruehauf Z-van trailer with an $84.99 list for HO and $69.99 for N sets.

Athearn Trains, athearn.com

**Above and Below:** Athearn's F89-F TOFC flatcar will be a Genesis series release for both HO and N offerings in 2024. The N-scale edition will be upgraded to join the Genesis line. The 89-foot flatcar will come in four decorations (shown above) and in four set releases (three show below and the fourth on page 70).



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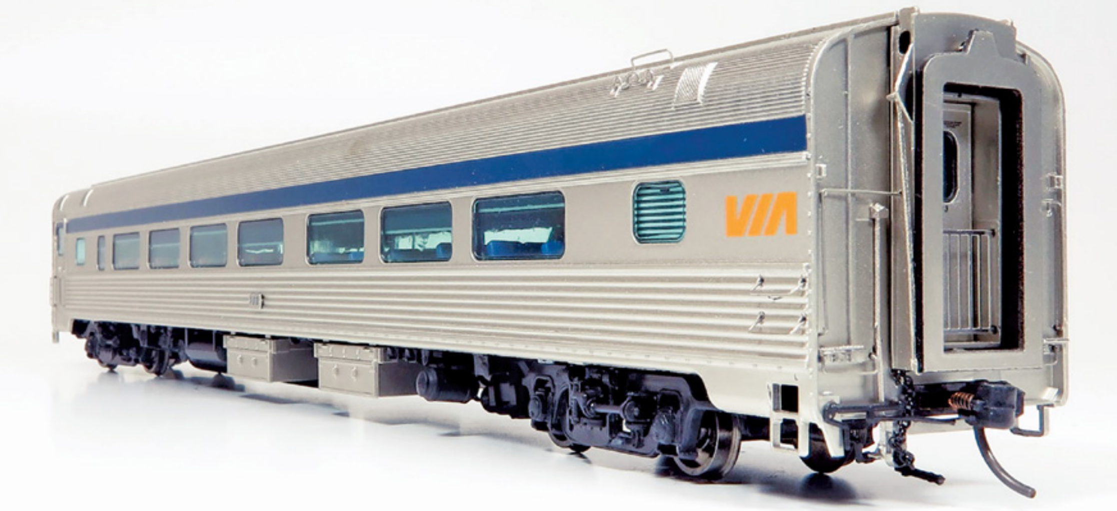
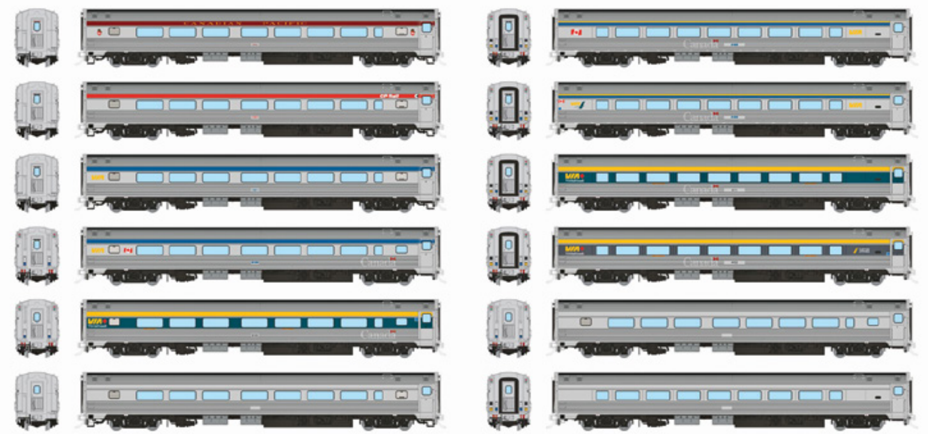
# Popular Canadian Budd coach car coming from Rapido Trains in HO scale



**Above:** Budd constructed 30 examples of this fluted-side streamlined passenger car coach for Canadian Pacific in 1954 and 1955. Virtually all survived into VIA Rail Canada service beginning in 1978. In the late 1980s, VIA upgraded the cars from steam heat to head-end power (HEP1 cars). VIA acquired several similar Budd cars from Amtrak and made similar modifications making these cars its HEP2 fleet.

**HO** — Rapido Trains' Superior Stainless series will add a high-quality HO-scale reproduction of a collection of 30 Budd coach passenger cars delivered to Canadian Pacific (CP) in the mid-1950s. The model releases will cover those as-delivered examples through contemporary VIA Rail Canada roster members (that helped make up the backbone of most VIA services). The steam-heated CP version and later modified head-end power (HEP1 and HEP2 prototypes) are all part of Rapido's tooling efforts for this release. The illustrations show the many liveries coming for this HO-scale passenger car model.



Rapido Trains, [rapidotrains.com](rapidotrains.com)

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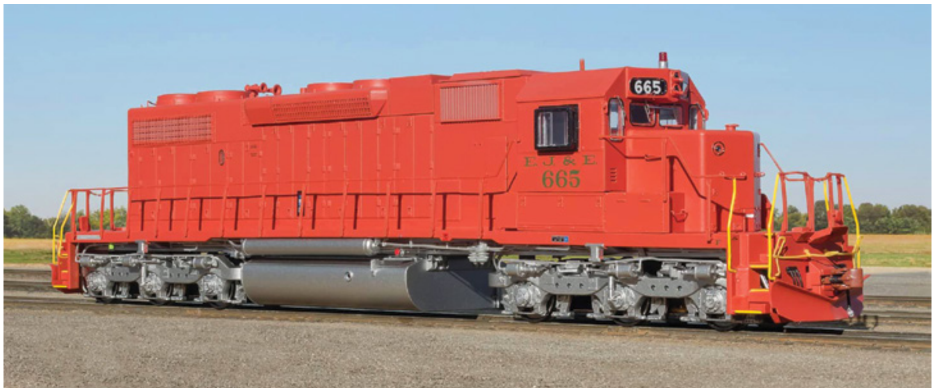
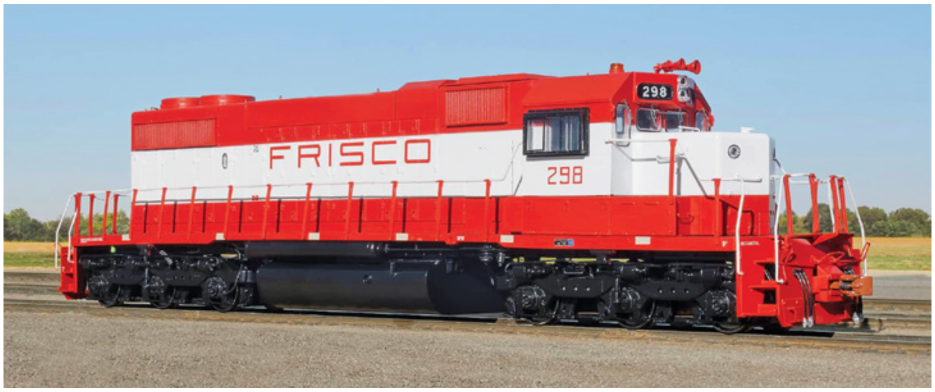
# ScaleTrains delivers two road names for its new HO SD38-2, delay for others

**HO** —The debut production for ScaleTrains' all-new HO-scale SD38-2 diesel locomotive model arrived at the company's headquarters in early December; however, inspection of the run found errors in production. Passing inspection, the manufacturer's orange scheme Elgin, Joliet & Eastern (right) and Frisco (below on the right) entered release and are available. The rest of the company's Rivet Counter-series SD38-2 road names returned to China and will see a revised production. Those delayed SD38-2s include BC Hydro; Elgin, Joliet & Eastern's Bicentennial; Southern Pacific; and Yankeetown Docks (both announced liveries). Watch for updates on this situation and a coming review for the Frisco SD38-2 release in *Model Railroad News*.





ScaleTrains, scaletrains.com

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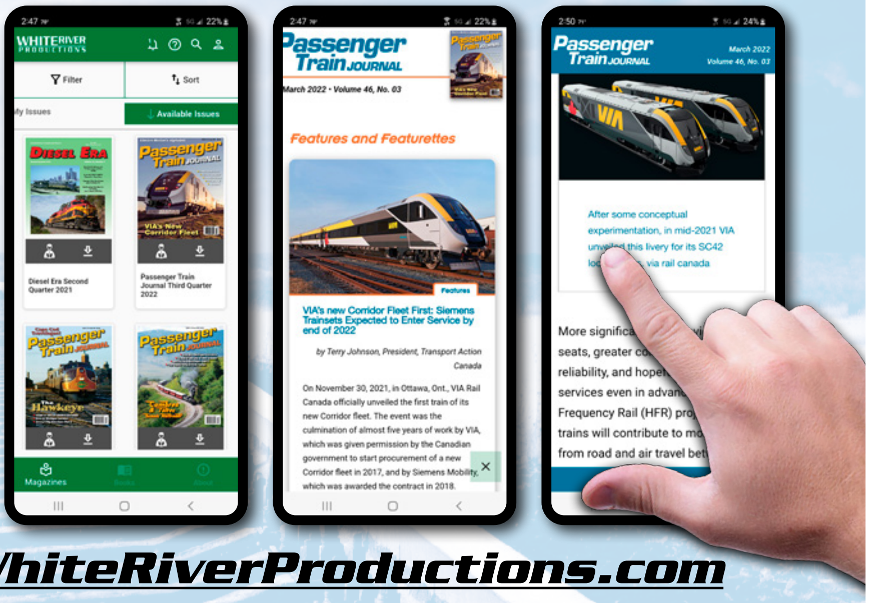

March 2022 • Volume 46, No. 03

VIA's new Corridor Fleet First: Siemens Trainsets Expected to Enter Service by end of 2022

by Terry Johnson, President, Transport Action Canada

On November 30, 2021, in Ottawa, Ont., VIA Rail Canada officially unveiled the first train of its new Corridor fleet. The event was the culmination of almost five years of work by VIA, which was given permission by the Canadian government to start procurement of a new Corridor fleet in 2017, and by Siemens Mobility, which was awarded the contract in 2018.

After some conceptual experimentation, in mid-2021 VIA unveiled this livery for its SC42 loc via rail canada

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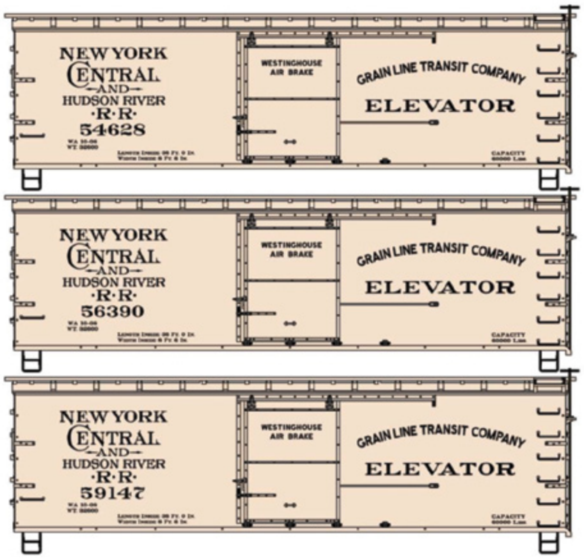
# Several Accurail kit sets due in early 2023



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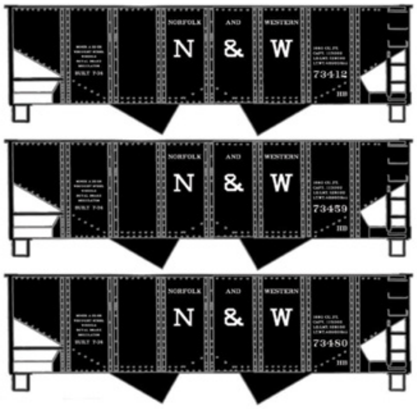
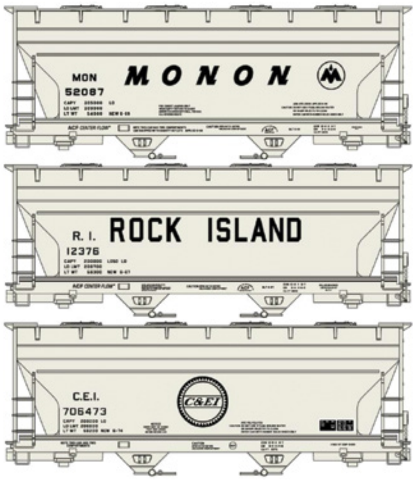
GRAIN LINE TRANSIT COMPANY
ELEVATOR

**HO** — Accurail is delivering several three-car kit sets in early 2023. The sets include a Midwest Railroad release (8151, MSRP: $64.98 – Chicago & Eastern Illinois, Monon, and Rock Island shown on right below) for the company's ACF two-bay hopper. A Norfolk & Western USRA twin hopper set (8152) retails for $58.98 (shown below left), and above is Accurail's New York Central and Hudson River set (8153, MSRP: $61.98) of 36' wood boxcar kits.

Accurail, accurail.com





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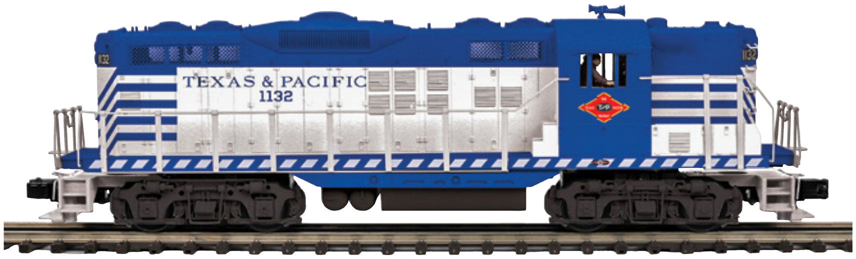
# MTH Premier O-gauge GP7 and GP9s due in April



**O** — Though the company announced some time ago that much of its tooling assets sold (like its HO- and S-scale line to ScaleTrains and select O items to Atlas), MTH Electric Trains continues to deliver new products. Due in April, MTH will have a collection of its Premier-series O-gauge GP7 and GP9 diesel locomotives available.

The GP7 and GP9 plastic body shells (which will come with select details made of metal and wire and separately applied) will possess 1:48 scale proportions with traditional O-gauge combination truck/pilot/coupler design to allow for operation on curves of O-31 and wider. MTH states these four-axle diesel locomotive models will include scale Kadee compatible coupler mounting pads; and conversion to 2-rail is an option. The models (measuring nearly 15 inches) will include controllable/directional LED lighting, twin flywheel-equipped motors, the manufacturer's ProtoSmoke exhaust system, and ProtoSound 3.0 digital electronics for use on MTH's Digital Command System (also Digital Command Control compatible).

There are five road names in this release, including Erie (black with yellow) and Western Maryland (black "fireball" scheme) for GP7s arriving this spring. There are three GP9s coming: Texas & Pacific (shown above); Toronto, Hamilton & Buffalo (maroon and cream); and Union Pacific (Armour Yellow with shield on cab sides late 1970s/1980 look).

MTH Electric Trains, mthtrains.com

WHAT IS ATHEARN UP TO NOW?

Photo credit: Noah McAllister Collection

Find out Friday, December 30th 2022.

Tune in to Athearn via Facebook and YouTube Friday, December 30th at 3:30 pm CST to see what we are introducing. You'll have until Friday, January 27th, to place your pre-order.

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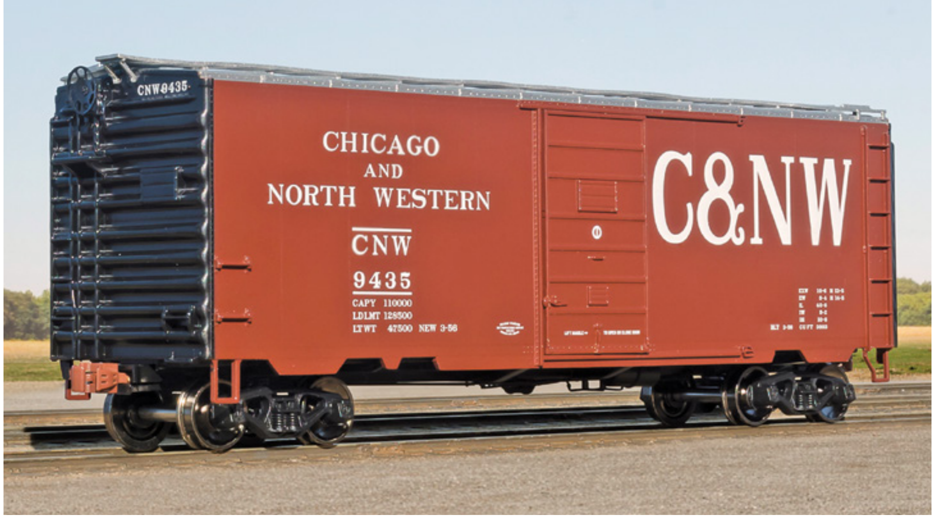
# ScaleTrains expands Kit Classics offerings in HO scale

**HO** — ScaleTrains will bring several of its recently acquired ex-MTH toolings back to market as additions to its Kit Classics series. These economically priced (around $20 each) HO-scale freight cars reproduce common and popular prototypes (like Pullman-Standard's PS-1 boxcar shown on the right and a four-bay hopper shown below). The models come decorated and the kit is easy to assemble and includes metal wheels and knuckle couplers.

ScaleTrains, scaletrains.com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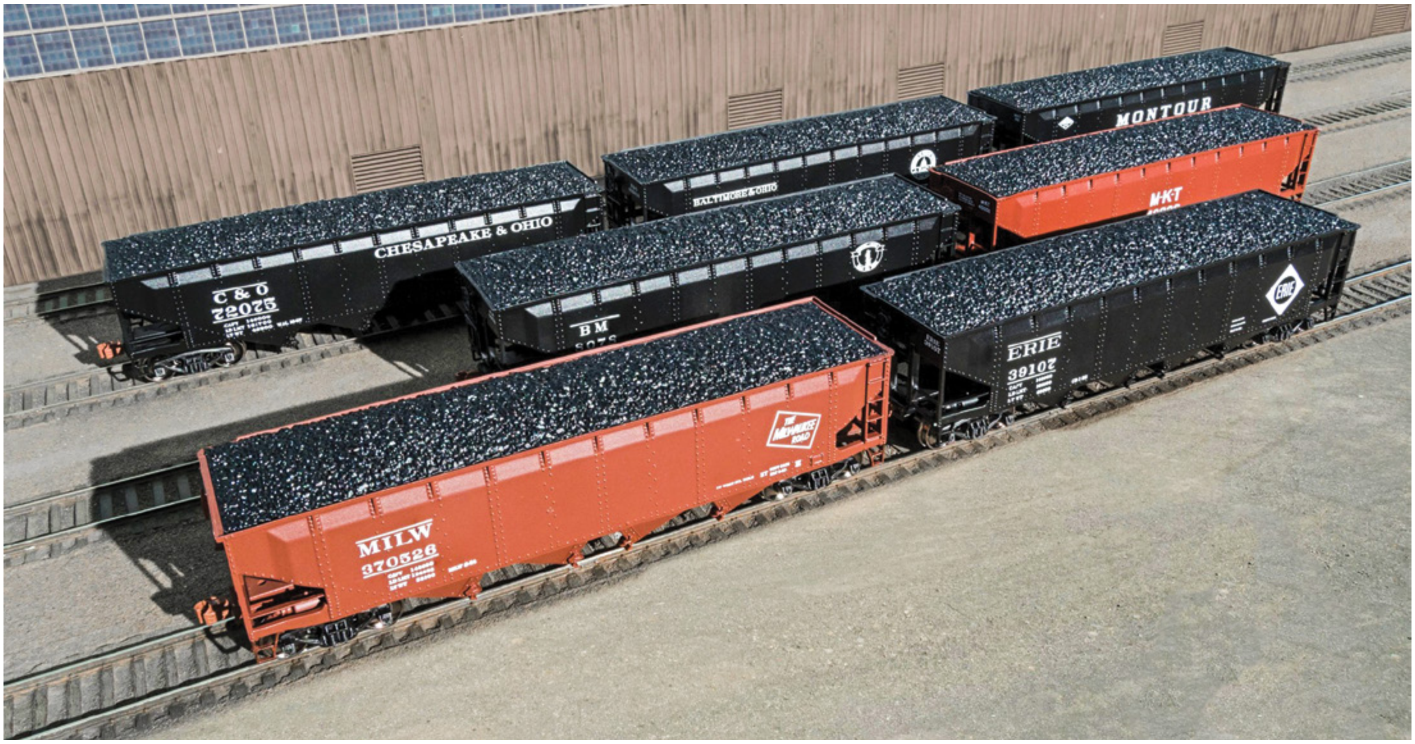
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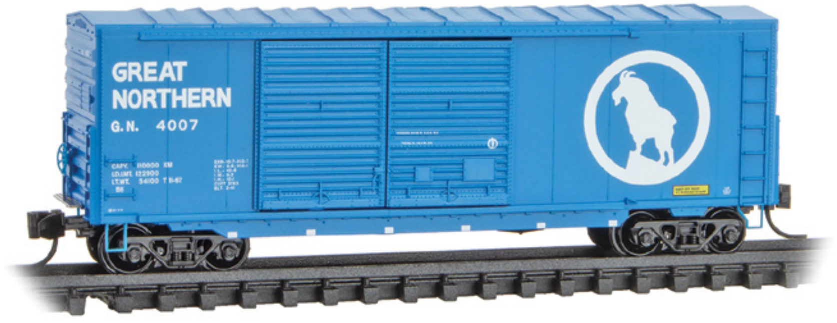
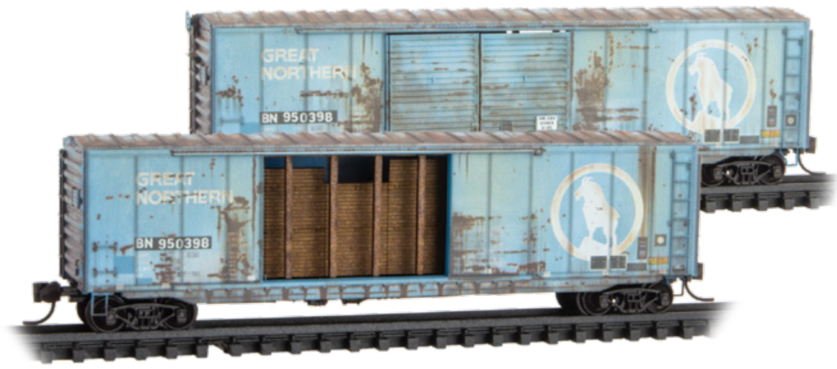
# Great Northern "Big Sky Blue" from Micro-Trains in N scale



**N** — Micro-Trains offers its 40-foot double-door boxcar (shown above) decorated for the late 1960s "Big Sky Blue" Great Northern image (068 00 520, MSRP: $28.95). The company's "BNSF Family Tree Series" recently released a well-worn looking 50-foot double-door boxcar (shown below) in Great Northern patched for BN, with timber load showing on one side of the car (037 44 160, MSRP: $36.95).

Micro-Trains Line Co., micro-trains.com



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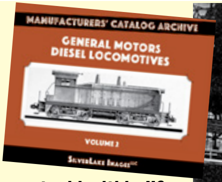
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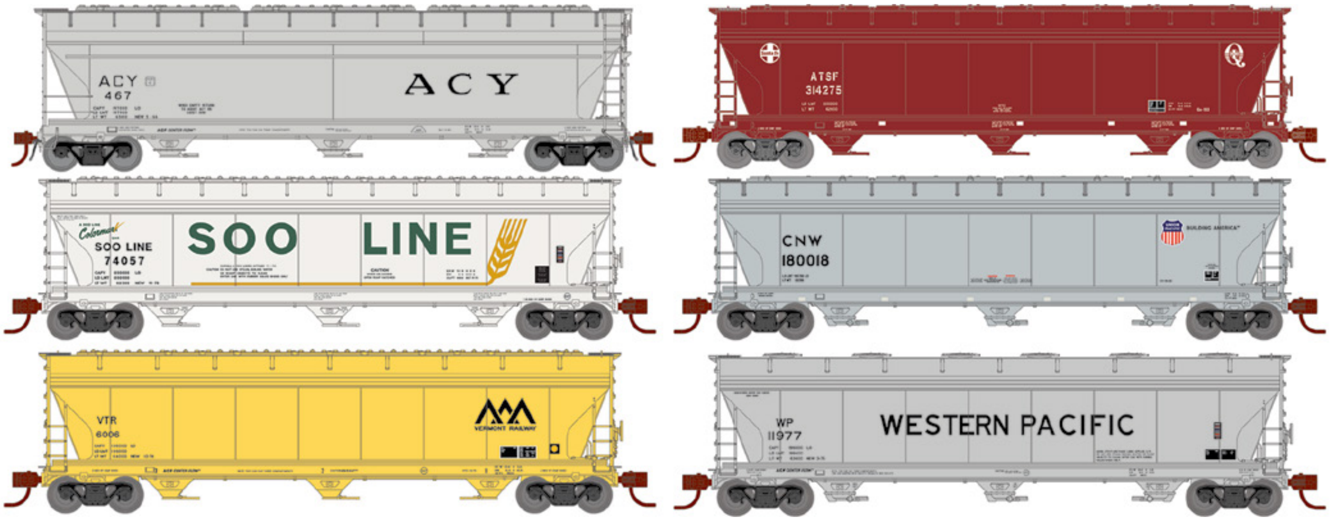
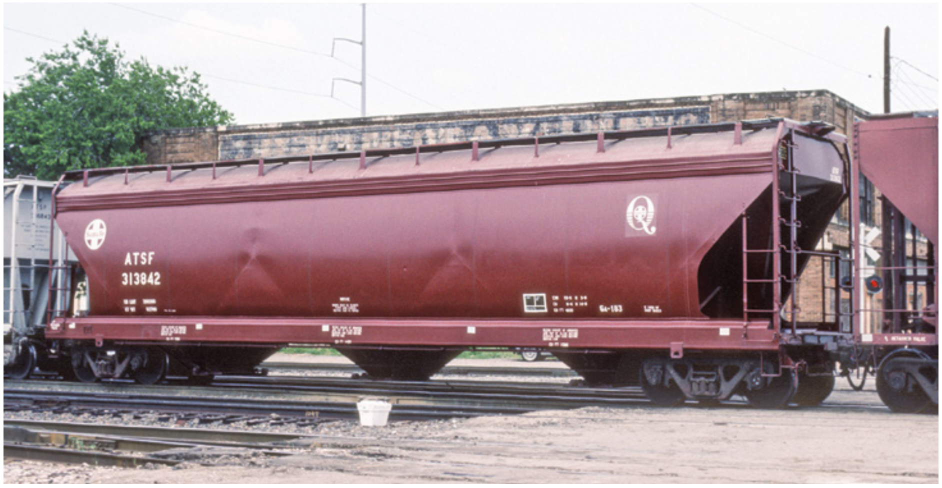
# New production coming for Athearn 4600 Covered Hopper in HO and N



**Above:** Six road names and at least two body style variations will be included in Athearn's next Genesis-series ACF 4600 CenterFlow covered hopper production. The HO freight car lists for $64.99 with a three-pack available for each road name retailing for $164.99 (savings of nearly $30).

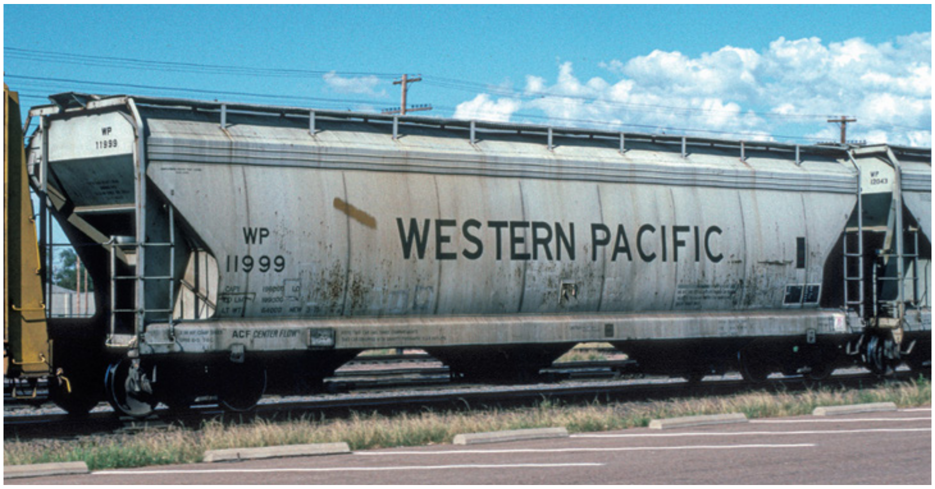
**HO & N** — Athearn plans another production of its American Car & Foundry 4,600-cubic-foot-capacity CenterFlow model for early 2024 delivery. This covered hopper is a three-bay version and Athearn's tooling provides variation for three body styles. The manufacturer's illustrations (shown above) appear to show its Akron, Canton & Youngstown (gray hopper on top left with black ACY) as an early version (high-mounted brake wheel and horizontal side stiffener), while the other road names (Santa Fe, Soo Line, Union Pacific, Vermont Railway, and Western Pacific) share the model's post-1971 design elements of low-mounted brake details and double side stiffeners running across the upper sides of the hopper bay exterior. The release will offer two road numbers for ACY and Vermont Railway, while the other coming road names will have two individual road numbers and a three-pack set. The three road numbers in the set are different than numbers in the single model offerings allowing for a total of five unique road numbers for Santa Fe, Soo Line, Union Pacific (with CNW reporting marks), and Western Pacific. The retail for HO Genesis single cars is $64.99 and $164.99 for three-packs (a discount of $29.98 versus the individual car's retail price); N-scale models list for $39.99 with three-packs retailing for $99.99.

Athearn Trains, athearn.com



**Above:** ATSF 313842 is a GA-183 class freight car (at Fort Worth, Texas, in May 1992) and shows the look of Athearn's coming Santa Fe 4600 release. *— Dick Kuelbs photo, Kevin EuDaly collection*

**Below:** Western Pacific 11999 is an ACF 4600 CenterFlow and this decoration (including ACI and COTS labeling) will be in Athearn's new release. *— Mark Hall photo, Kevin EuDaly collection*

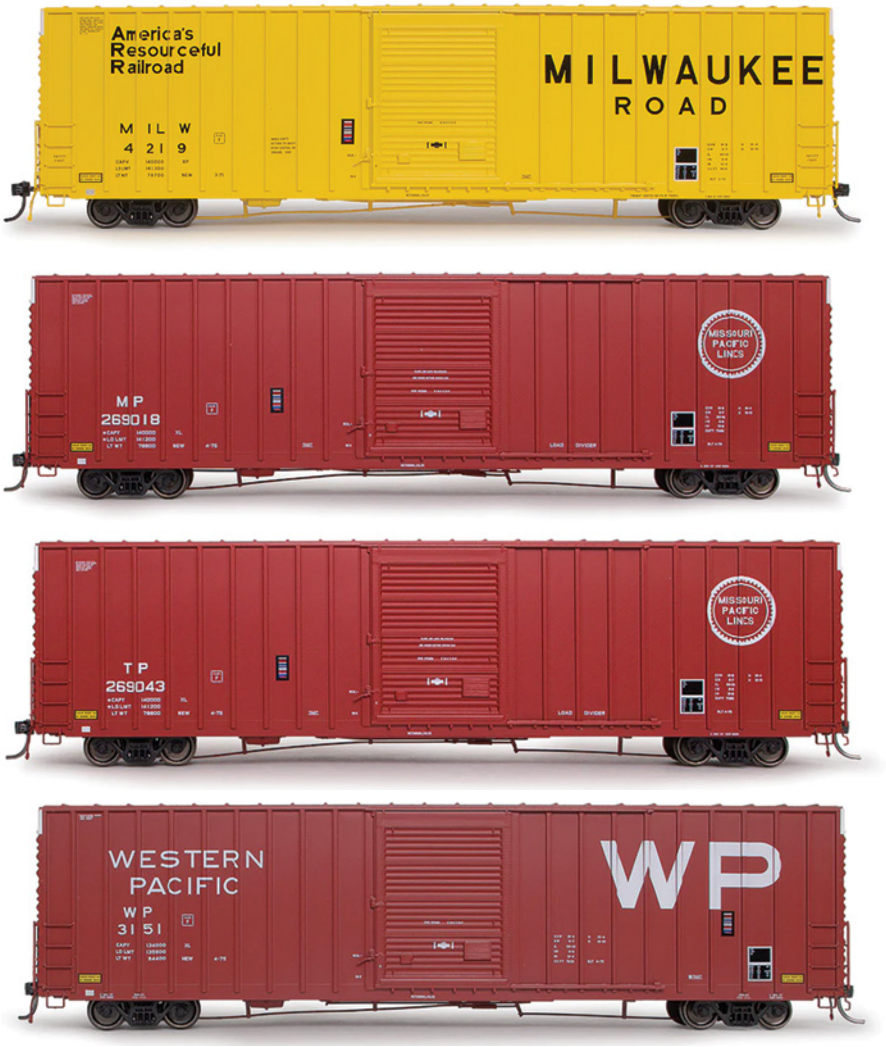


# Mid-1970s appliance boxcar announced by ExactRail for HO release

**HO** — ExactRail will add a new freight car to its collection of fine-quality HO releases. This new model will reproduce Pacific Car & Foundry's (PC&F) 7,633-cubic-foot-capacity boxcar with sliding door. The excess-height 60-footer will include exterior-post design and will ride on Barber S-2 trucks with 33-inch metal wheels (accurately reproducing the 70-ton prototype). ExactRail's HO model (designed, engineered, and tooled in the U.S.) will include a plastic body shell with many separately applied details.

This boxcar (which lacked extended cushion couplers) was an appliance carrier and sold to The Milwaukee Road, Missouri Pacific (and its Texas & Pacific subsidiary), and Western Pacific. ExactRail will offer as-delivered examples for all original owners. You will also find later era repaints (Canadian Pacific with MILW reporting marks, The Milwaukee Road, and Union Pacific with WP reporting marks) and an interesting patched Missouri Pacific offering. The model is expected to ship to hobbyists this spring, with several road names covering appearances for this PC&F boxcar from its mid-1970s arrival on the North American railroading scene to contemporary looks. Check ExactRail or TrainLife websites for availability and pricing information.

ExactRail, exactrail.com

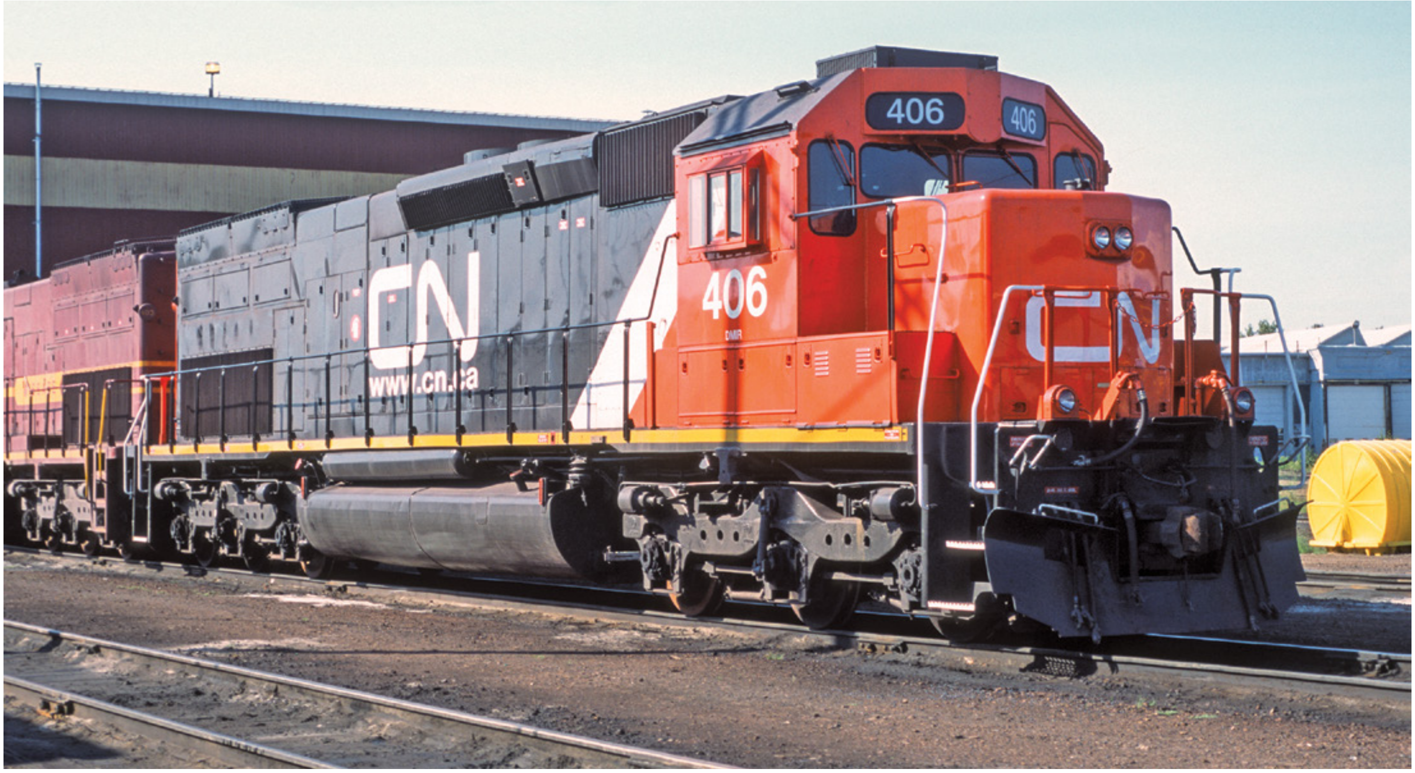


**Above:** These are the original owners of Pacific Car & Foundry's 60-foot excess-height boxcar. Built in 1975, this 7,633-cubic-foot-capacity freight car features an exterior-post design and sliding door. This 70-ton boxcar was not equipped with cushion couplers and lacks extended coupler pockets (replicating this prototype feature). Multiple road numbers will be available for each of these road names.

CPRail
MILW 4231

MISSOURI PACIFIC LINES
MP 269022

# Athearn announces new production for HO SD45T-2

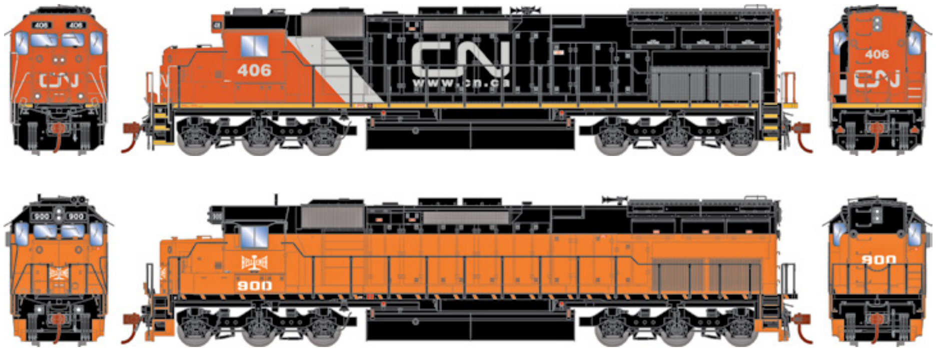


**HO** — Electro-Motive Division's (EMD) "Tunnel Motor" series included SD45T-2 and SD40T-2 offerings. Athearn plans a new collection of its highly detailed HO-scale SD45T-2 with several road names and decorations. The models will include road-accurate attributes and come fully assembled and ready for operation or display. SoundTraxx's Econami electronics will be used for DCC editions. These SD45T-2s carry a $169.99 suggested retail price for non-sound versions and $239.99 list for DCC-sound examples. The "Primed for Grime" Cotton Belt models retail for $179.99 (non-sound) and $249.99. This release is due to arrive during January 2024.

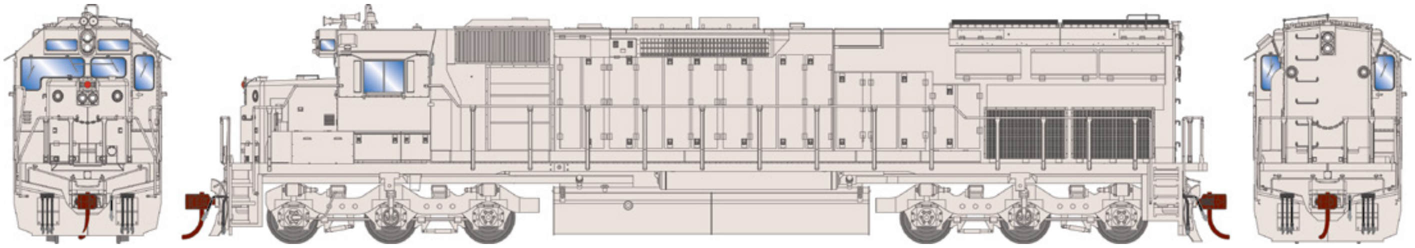
Athearn Trains, athearn.com

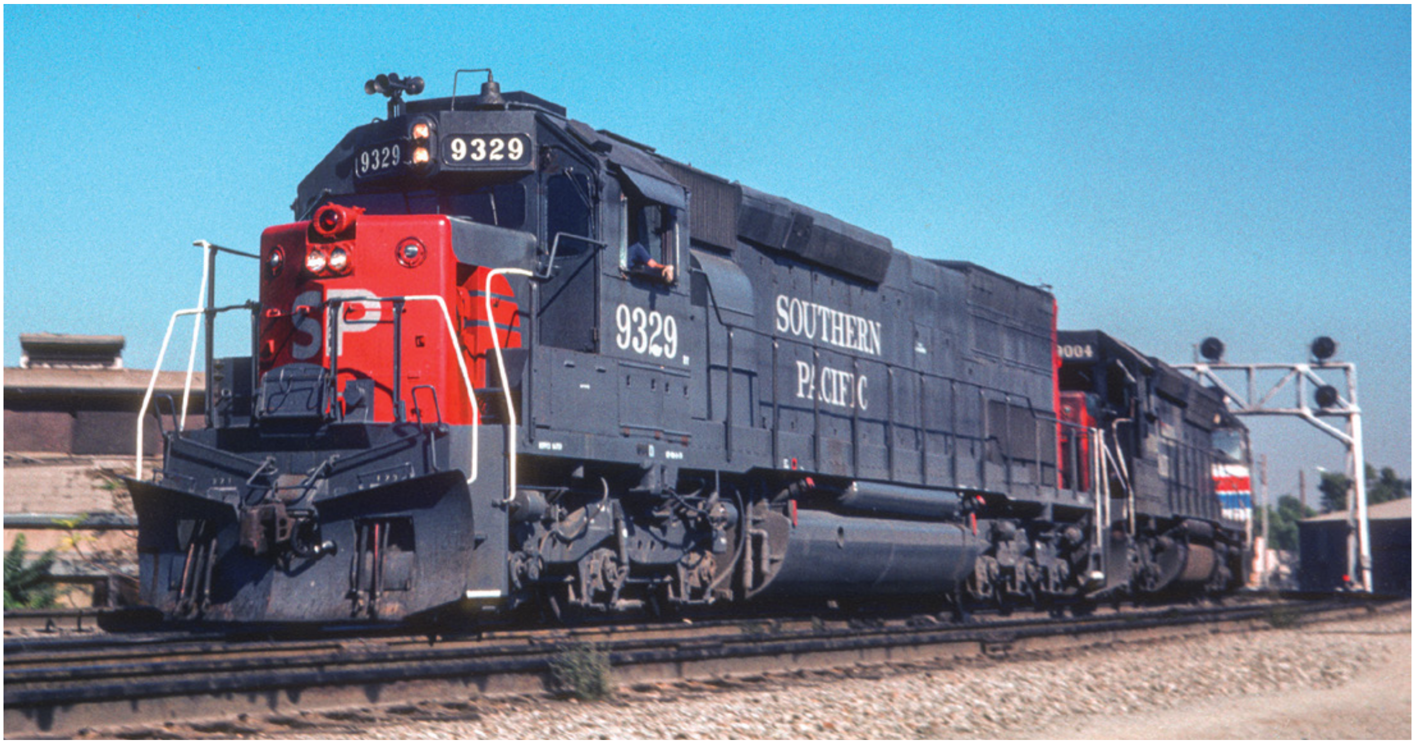
**Above:** Canadian National decorated with DMIR reporting marks shows 406 is on Duluth, Missabe & Iron Range's roster after CN assumed control of the ore-hauling railroad in 2004. It is shown in August 2007, with another SD45T-2 (Missabe 403). *— Jim Boyd photo, Kevin EuDaly collection*

**Below:** Neither road originally purchased EMD's SD45T-2, though Bessemer & Lake Erie and Canadian National would be looks for these six-axle diesel locomotives following years of working for Southern Pacific. Athearn will offer CN and B&LE with ditch lights in this new production.

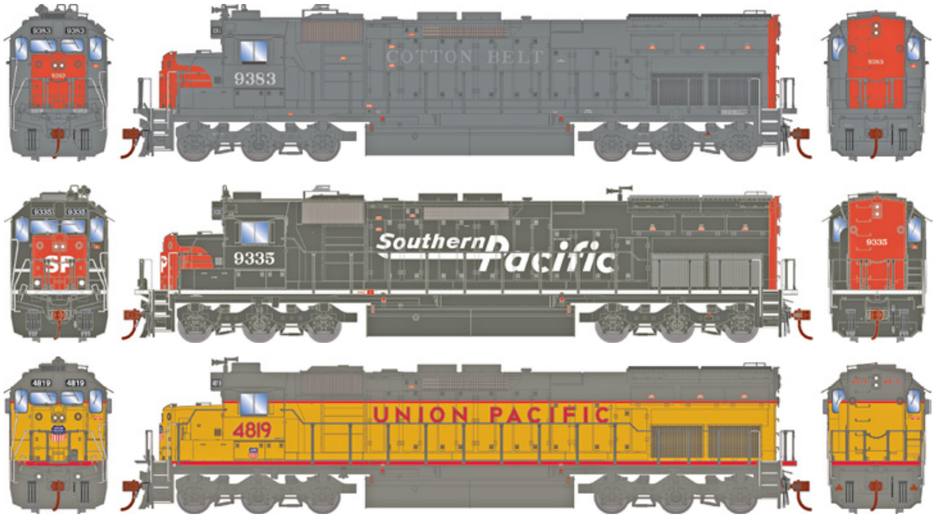


**Below:** In this announcement for HO-scale SD45T-2s, Athearn includes an uncommon undecorated offering (available with and without DCC-sound). This release will include details matching Southern Pacific's 9209–9260 roster examples.



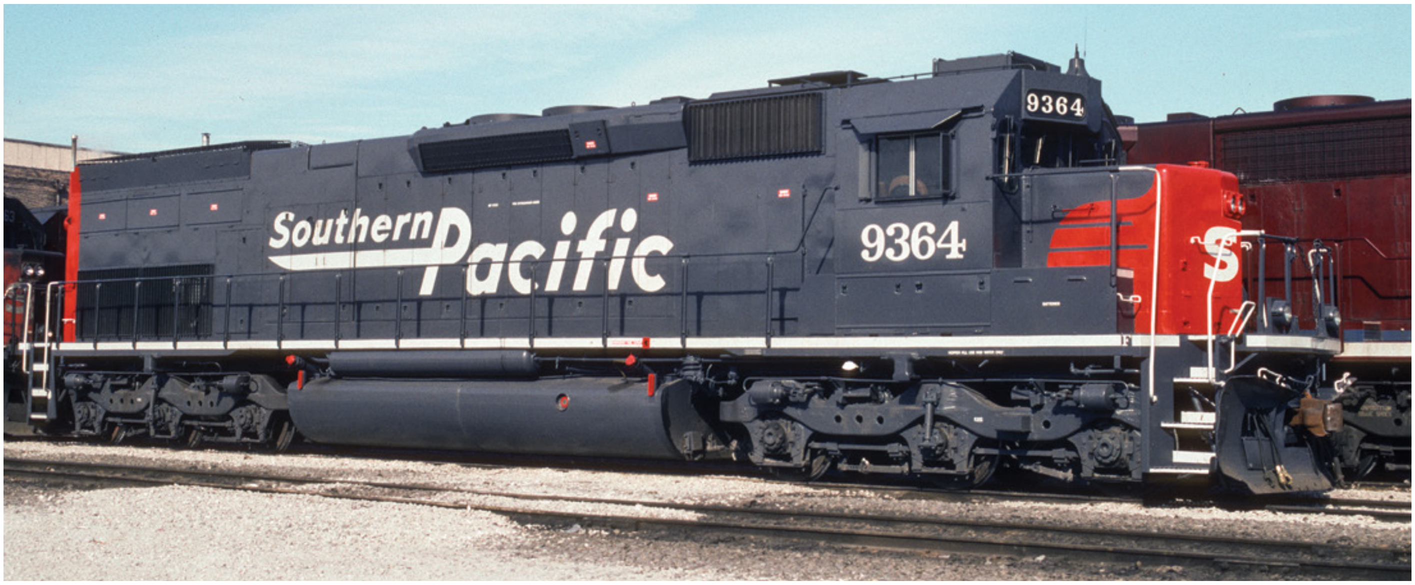

9329
9329
SOUTHERN PACIFIC
SP
9004

**Above:** SP 9329 (built in early 1974) looks clean, as it and an SD45 appear to be aiding Amtrak in this 1979 view. Athearn will offer this original SD45T-2 appearance with three road numbers (9338, 9340, and 9357). — *Kevin EuDaly collection*

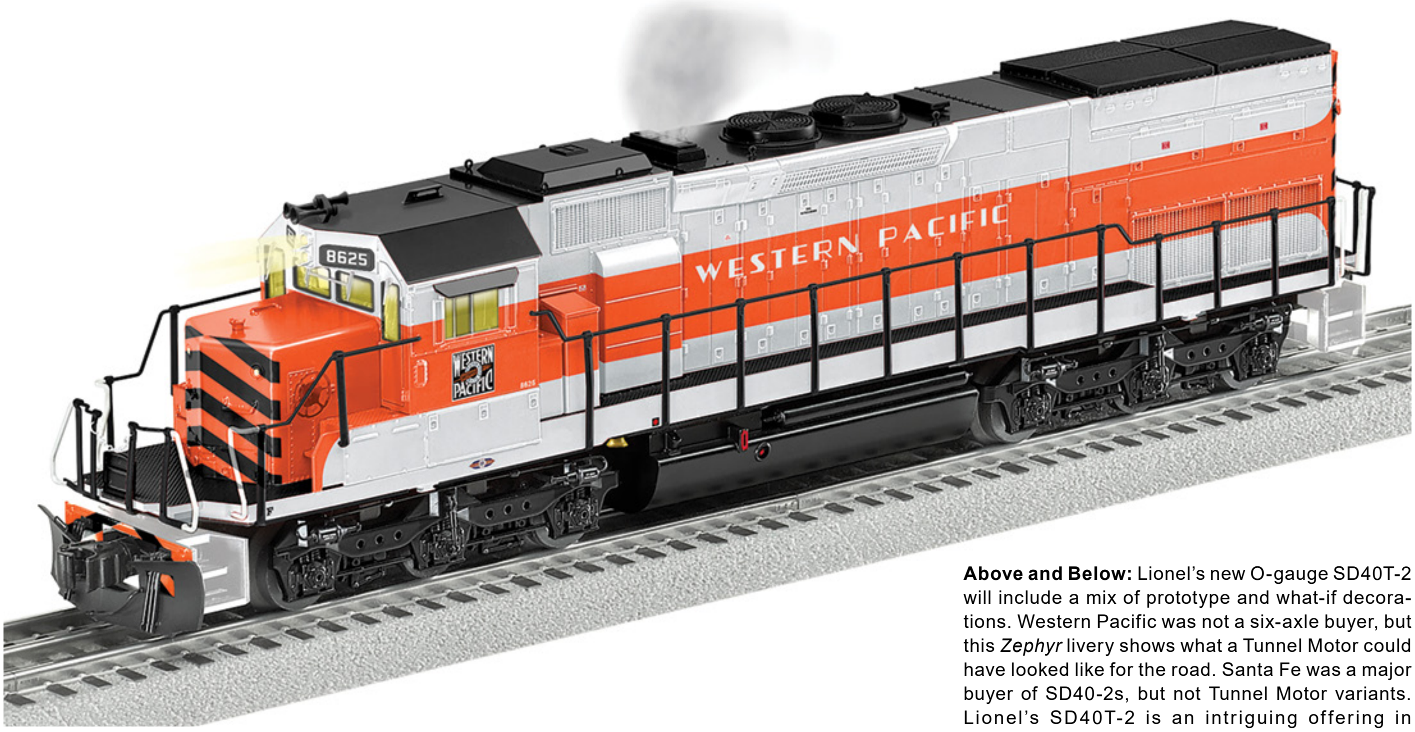

9383
COTTON BELT
9335
Southern Pacific
SP
4819
UNION PACIFIC

**Right:** Athearn's SD45T-2 production due in early 2024 will provide "Primed for Grime" Cotton Belt models (9383, 9395, and 9403), late-era speed letter SP (9335, 9343, and 9402), and a pair of Union Pacific repainted SD45T-2s (4819 and 4825) representing modified units as they looked in the early 2000s.

**Below:** Showing off late-era Rio Grande-influenced lettering, SP 9364 was at Clearing Yard in Bedford Park, Ill., in February 1995. Note the revised lighting; this will be captured on Athearn's HO models where appropriate, as will ditch lights. — *L. Begoli photo, Kevin EuDaly collection*


9364
Southern Pacific
9364
S

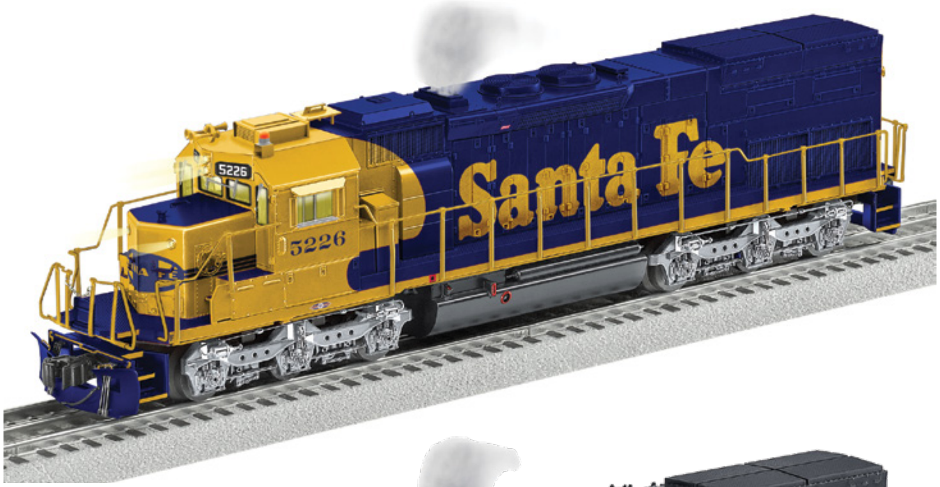
# Legacy-series SD40T-2 "Tunnel Motor" due soon from Lionel in O

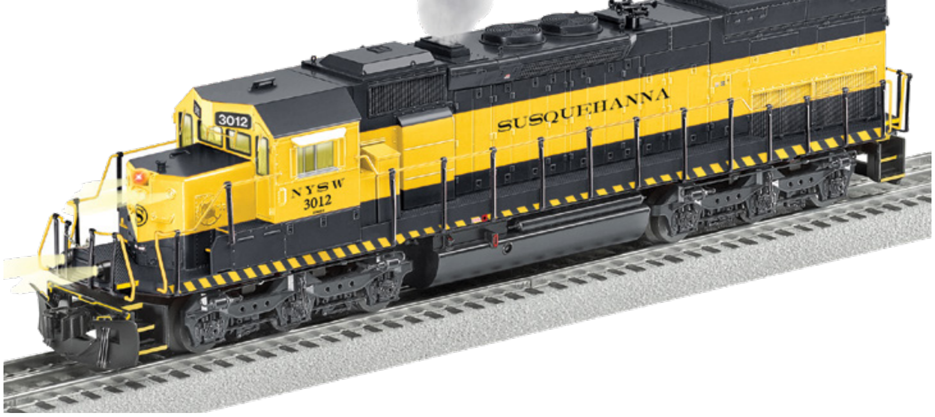


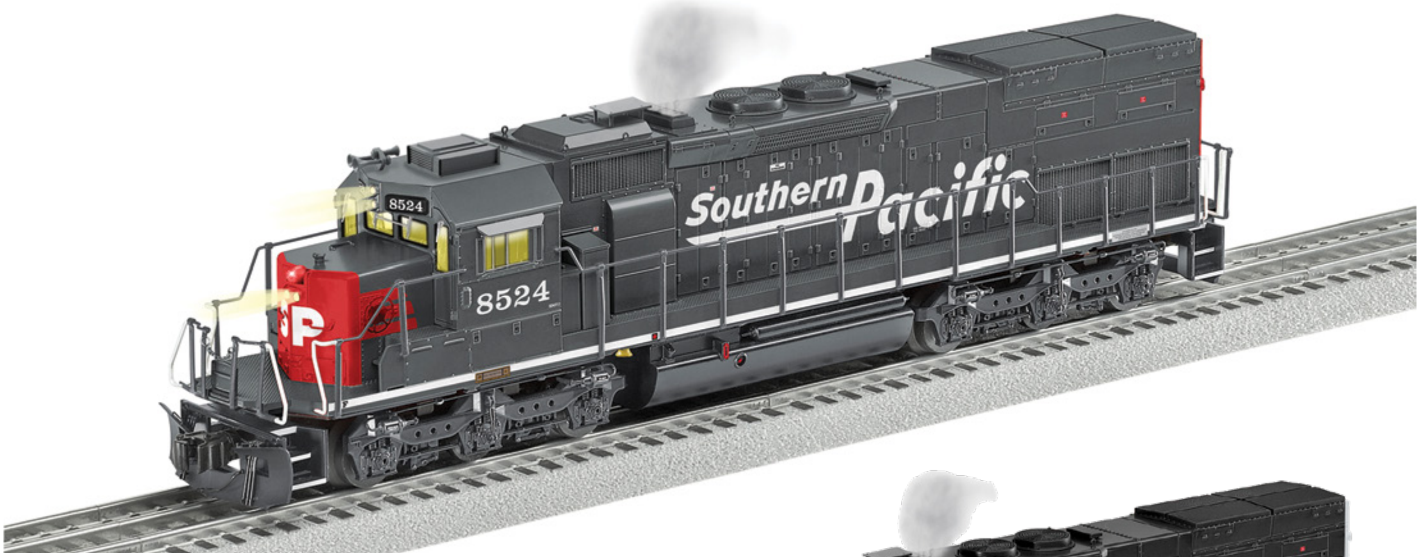
**Above and Below:** Lionel's new O-gauge SD40T-2 will include a mix of prototype and what-if decorations. Western Pacific was not a six-axle buyer, but this *Zephyr* livery shows what a Tunnel Motor could have looked like for the road. Santa Fe was a major buyer of SD40-2s, but not Tunnel Motor variants. Lionel's SD40T-2 is an intriguing offering in Yellowbonnet livery. Note Lionel's inclusion of typical Santa Fe details on the cab roof.

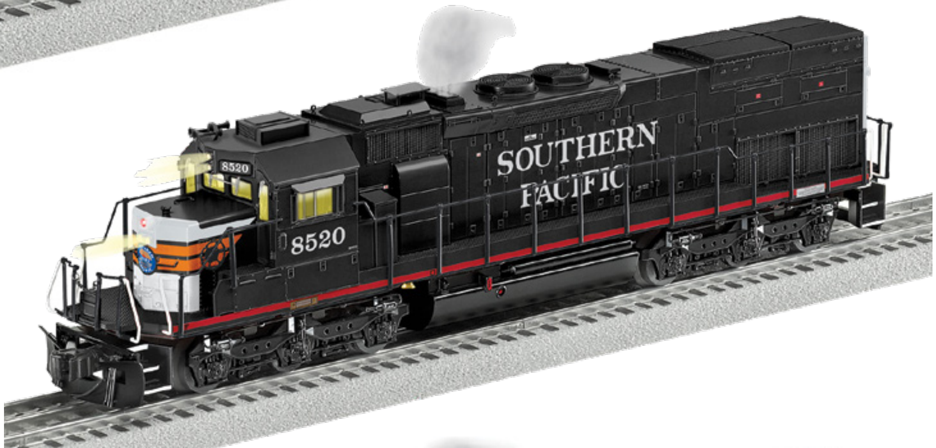
**O** — Lionel's Legacy-series Electro-Motive Division (EMD) SD40T-2 brings this fan favorite "Tunnel Motor" variant of the immensely popular SD40-2 to the hobby company's catalog for 2023. This rendering presents scale proportions and road-specific detailing, along with a wide range of operational features.

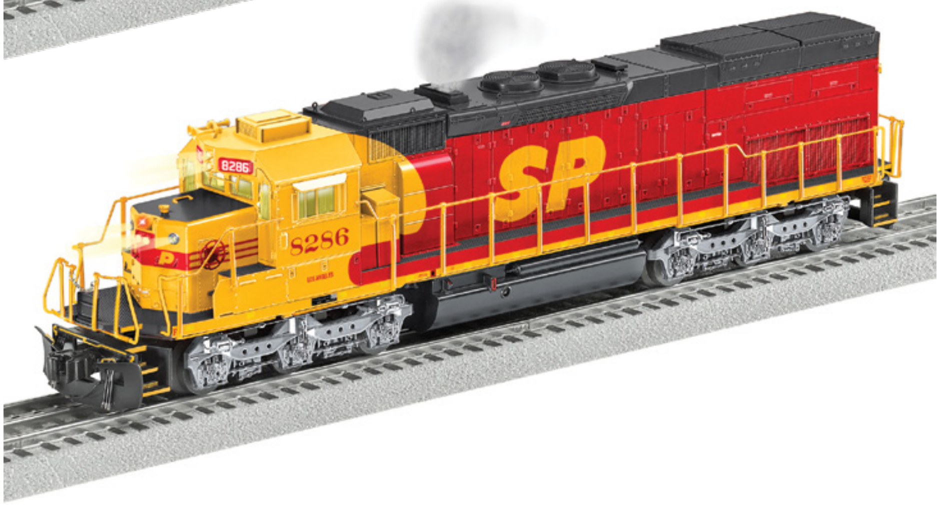
Lionel's Legacy diesel locomotives come equipped with the ability to operate in Legacy Control mode, TrainMaster Command Control mode, and under conventional power with a standard transformer. You can also control this locomotive with Bluetooth using the manufacturer's LionChief app, which supports Lionel Voice Control allowing the engineer to speak commands into a smart device via the LionChief app. This series of locomotives includes Odyssey II speed control, Legacy RailSounds audio output, and fan-drive smoke exhaust. Depending on road name, this SD40T-2 (measuring more than 17 inches) offers functioning ditch lights, red emergency lights, class lights, and more. The model will operate on O-31 curves and wider.











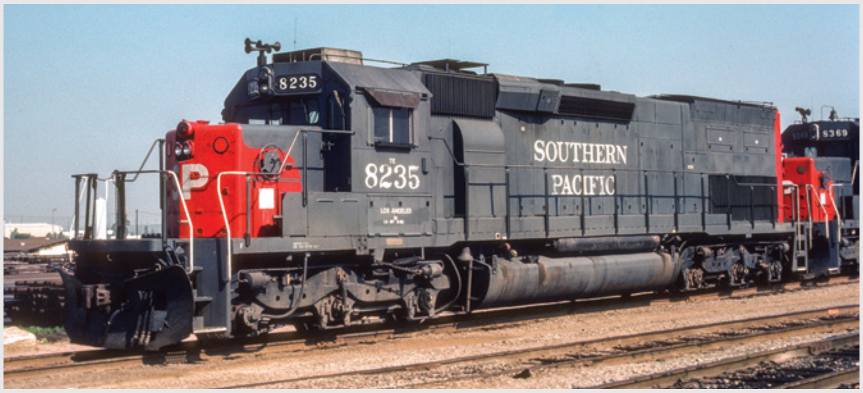
**Above and Right:** Southern Pacific is the railroad that persuaded EMD to offer special versions of its SD40-2 and SD45-2 diesel locomotives. The revised, low air intake at the rear of the long hood improved operation and is the spotting feature for Tunnel Motor SD40T-2s (like Lionel's model) and the similar looking SD45T-2. The late-era speed lettering look of Lionel's 8524 and the Kodachrome SP 8286 (at the lower right) follow prototype appearances, while SP 8520 (right) provides collectors with a "Black Widow" look that never existed... until now.

Each road name release includes three road numbers; two numbers are powered units (MSRP: $649.99 each) and the third is a non-powered model (MSRP: $599.99) with lighting features and Lionel's "Superbass" sound system. This is a "built-to-order" production release; check with your hobby dealer for more information.

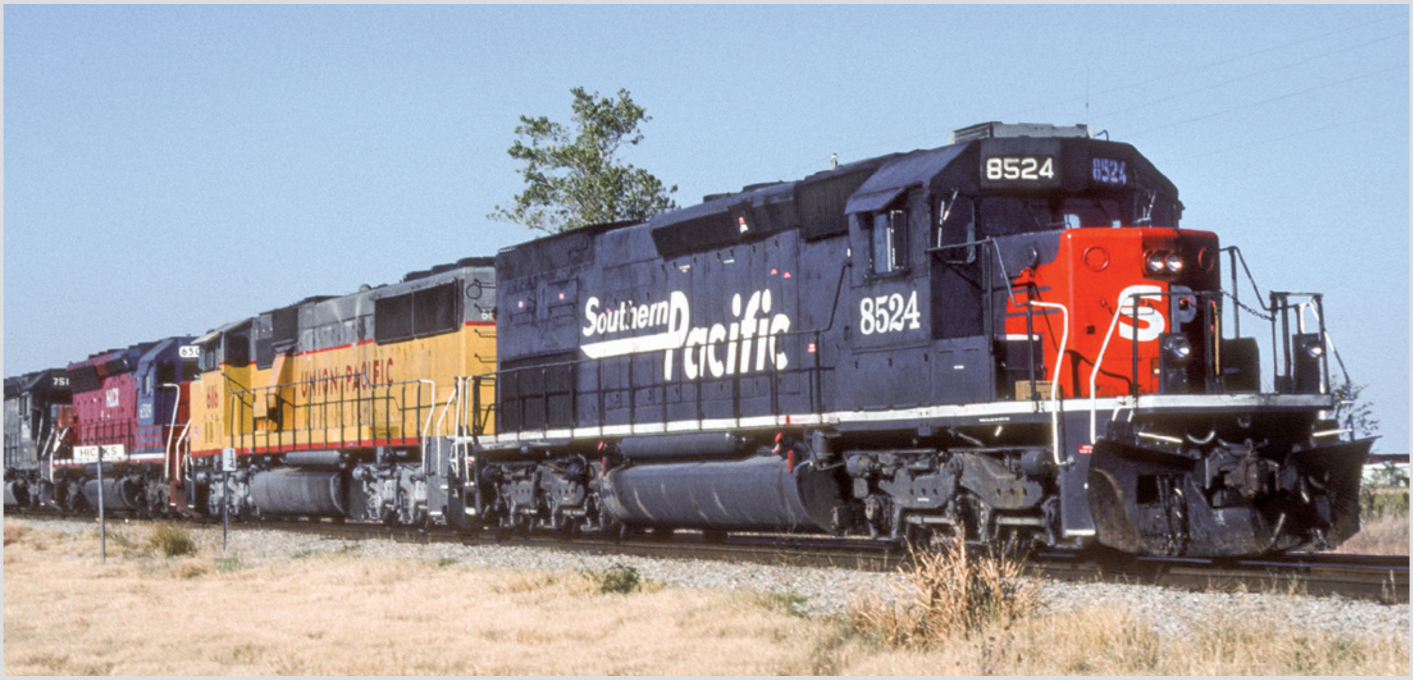
This release, due early spring, includes Santa Fe, Southern Pacific (three liveries), Susquehanna, and Western Pacific.

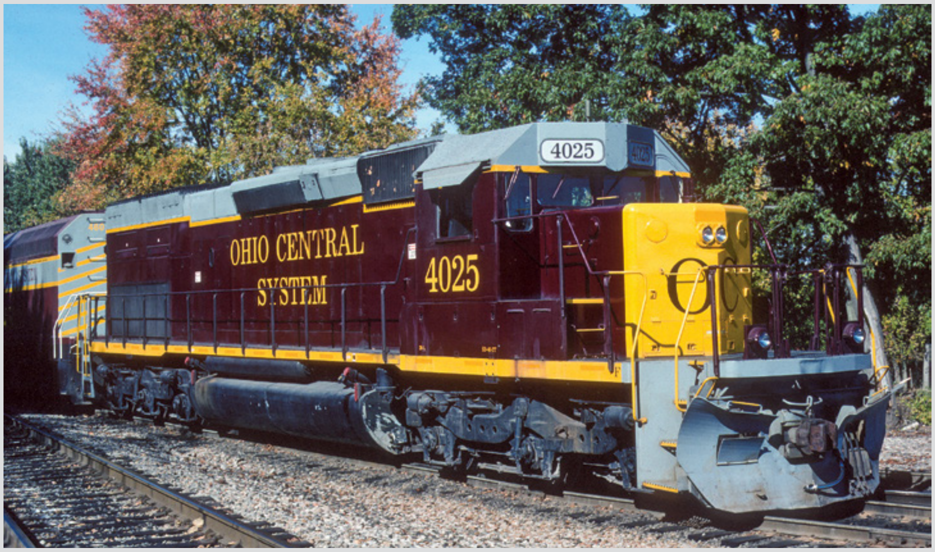
Lionel, lionel.com

**Right:** Southern Pacific 8235 at Dolores, Calif., on April 14, 1985. This SD40T-2 is from the same group of Tunnel Motors that saw inclusion on Susquehanna's roster and is the basis for Lionel's new model. — *Russell Eslick photo, Kevin EuDaly collection*



***Turn the page for more SD40T-2s***

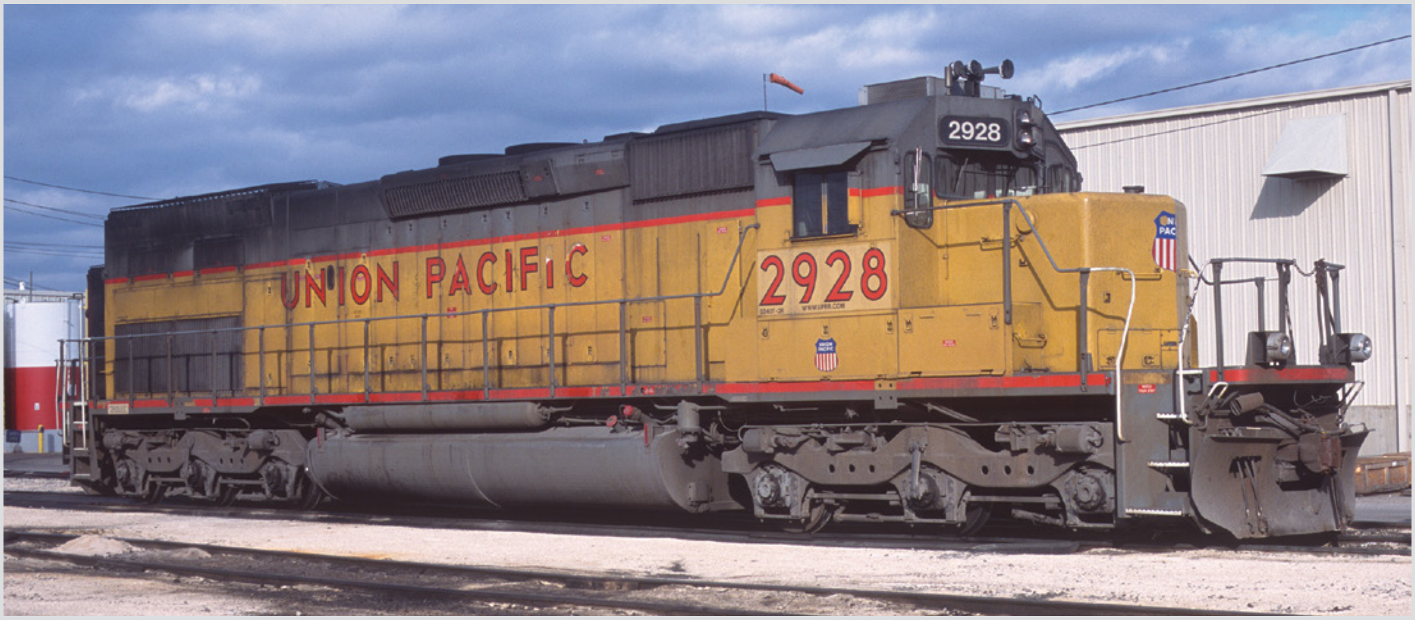




**Above:** SP 8524 wears late-era speed lettering and appears in a colorful consist at Hicks, Texas, on November 10, 1999. This paint scheme and road number is one in Lionel's O-gauge SD40T-2 production. — *James D. Spears photo, Kevin EuDaly collection*

**Left:** Ohio Central System 4025 (built as Southern Pacific 8520 in late 1978) shows off an attractive livery at Morgan Run, Ohio, on October 12, 2004. This SD40T-2 went on to serve Chicago, Fort Wayne & Eastern (a Genesee & Wyoming road) in the early 2010s. — *Paul Wester photo*

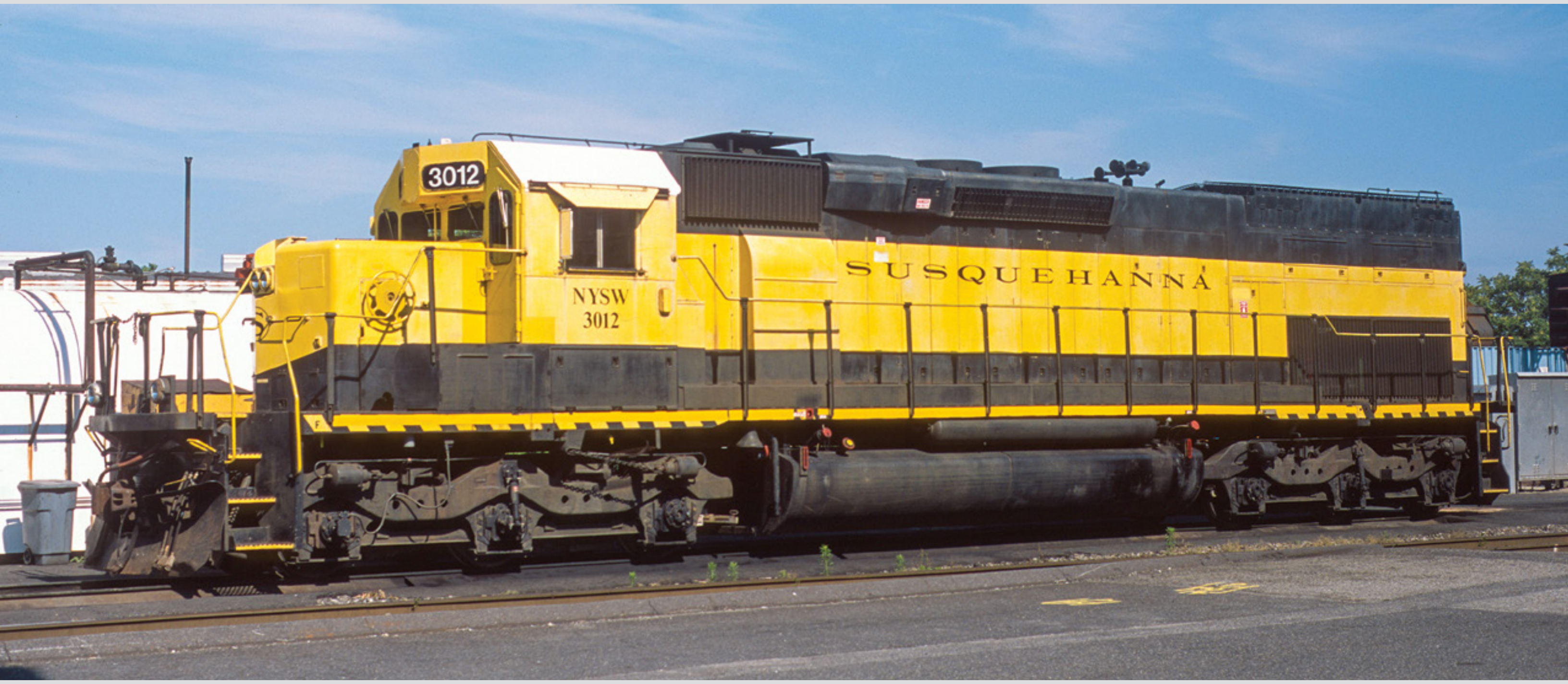
**Below:** UP 2928 shows its lower road number (it was assigned 4498 at the time of the merger in the 1990s); this SD40T-2 was built in 1979 as Southern Pacific 8555. The locomotive was at Houston, Texas, on November 16, 2006. — *Paul Wester photo*



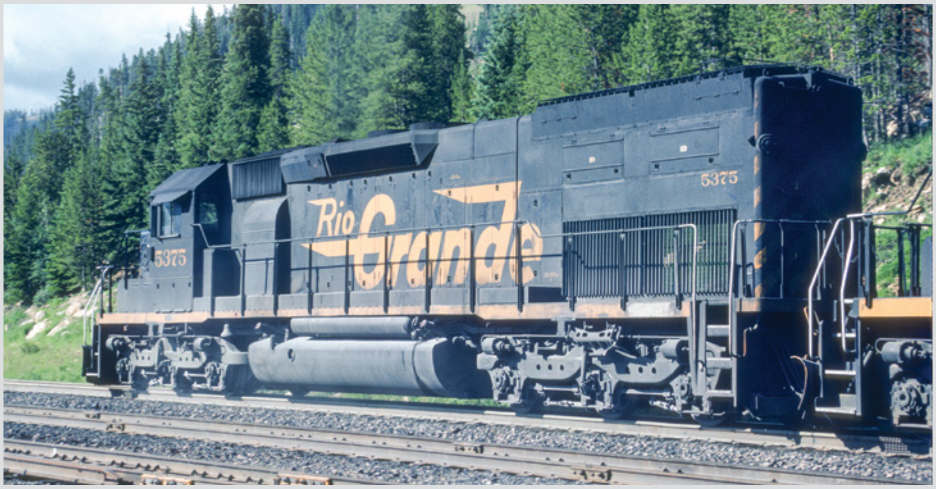
### Prototype Profile Gallery

# EMD SD40T-2 Diesel Locomotive

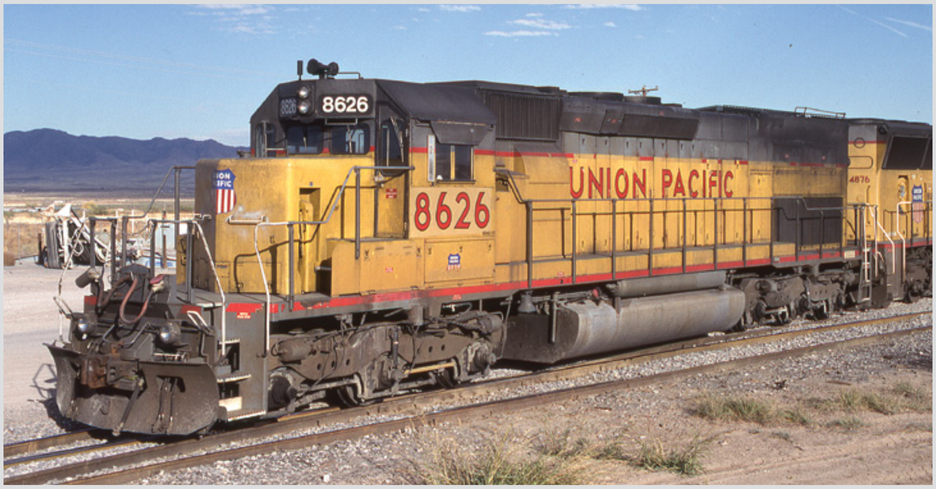
### with images from the Kevin EuDaly collection, Paul Wester collection, Terry E. Cook, and Randy Keller



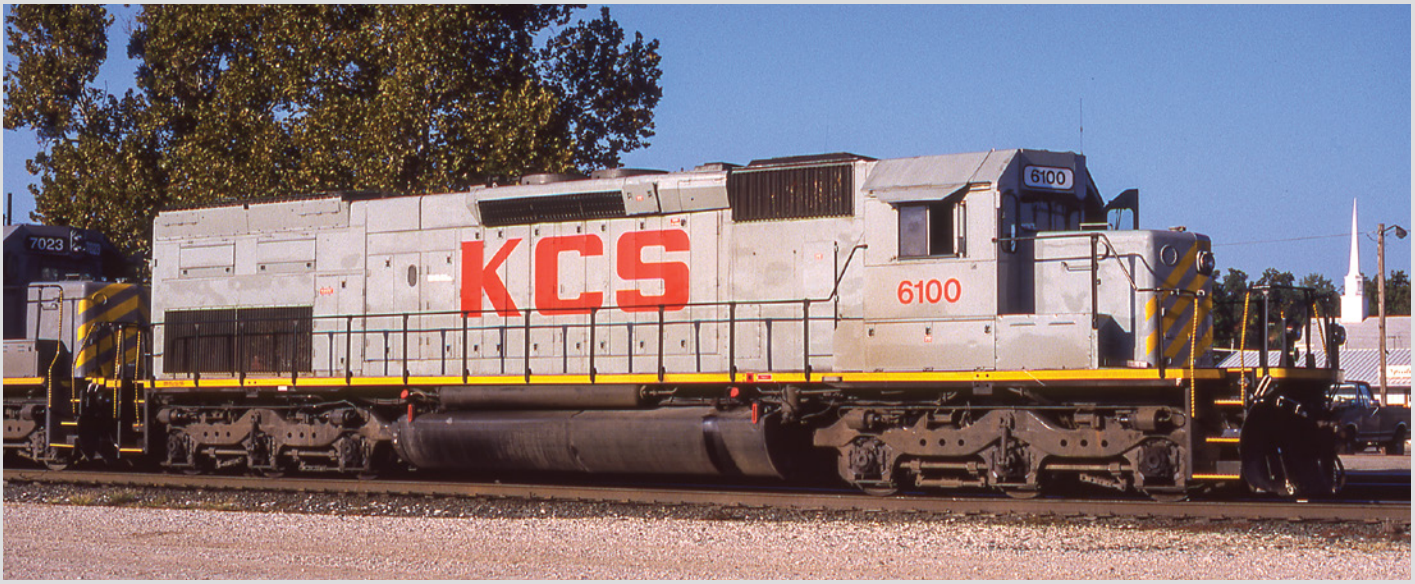
**Above:** New York, Susquehanna & Western 3012 (originally Southern Pacific 8242 built April 1980 by EMD) is between assignments at Ridgefield Park, N.J., on June 3, 2012. This is one of Lionel's road numbers for its O-gauge SD40T-2. — *Richard Louderback photo, Paul Wester collection*



**Right:** Rio Grande 5375 approaches Moffat Tunnel's west portal at Winter Park, Colo., in July 1981. The road operated the second largest fleet of SD40T-2s and was ready to buy more in the early 1980s, but received SD50s. The six-mile Moffat Tunnel was the longest bore on any SD40T-2 home system. — *Terry E. Cook photo*

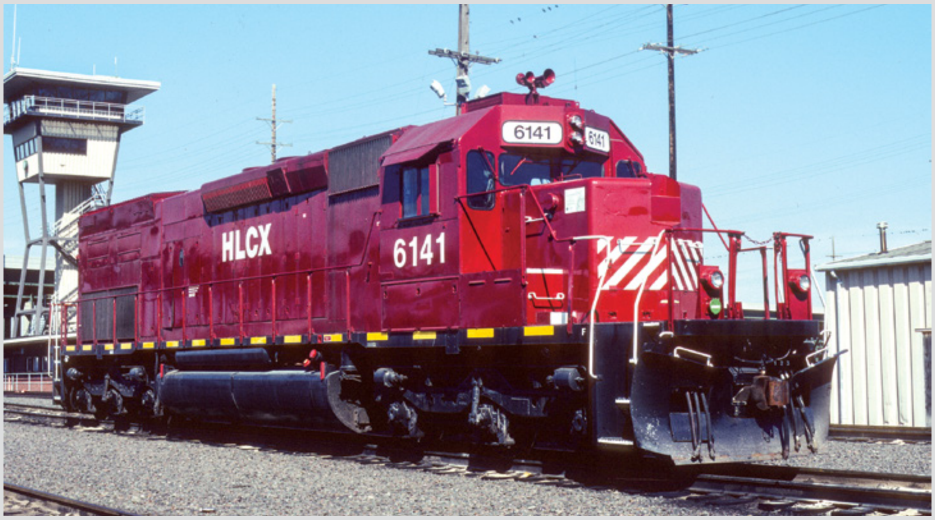


**Right:** UP 8626 at Lordsburg, N.M., on November 24, 2006. During its career under Rio Grande ownership, this SD40T-2 carried a nose-mounted light and was D&RGW 5369 built in 1975. Union Pacific would inherit Tunnel Motors from Rio Grande, Cotton Belt, and Southern Pacific. — *Randy Keller photo*

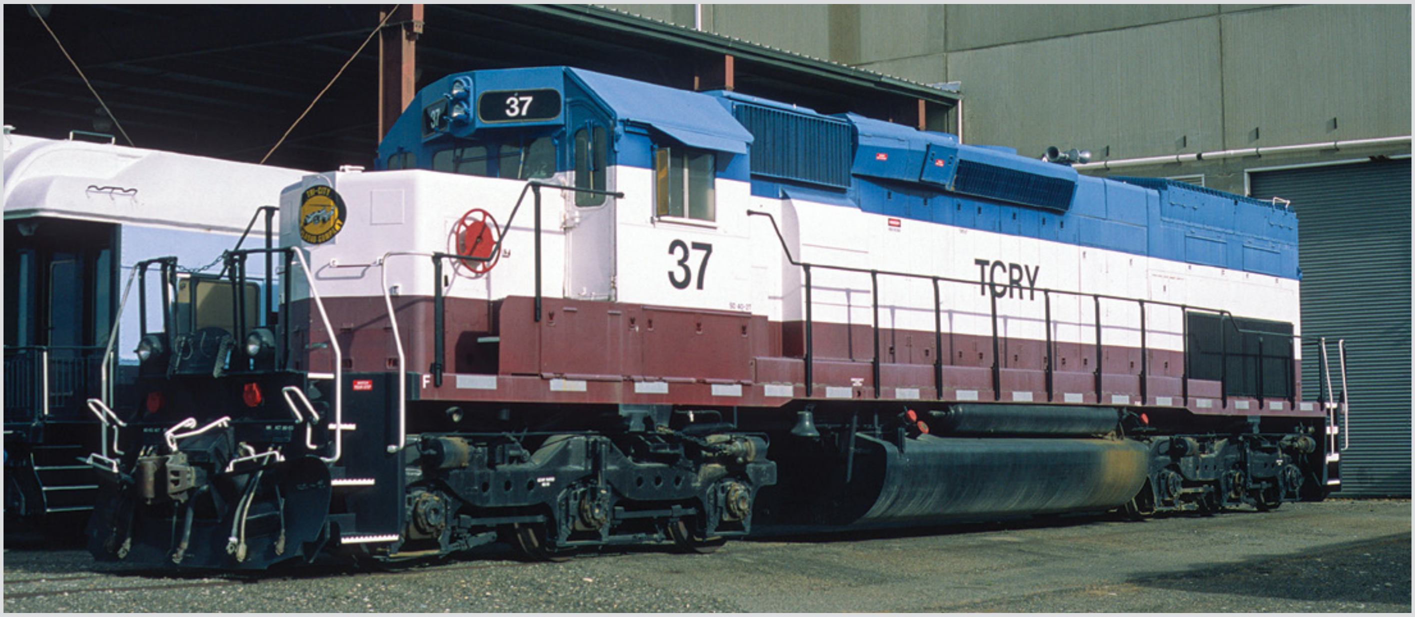


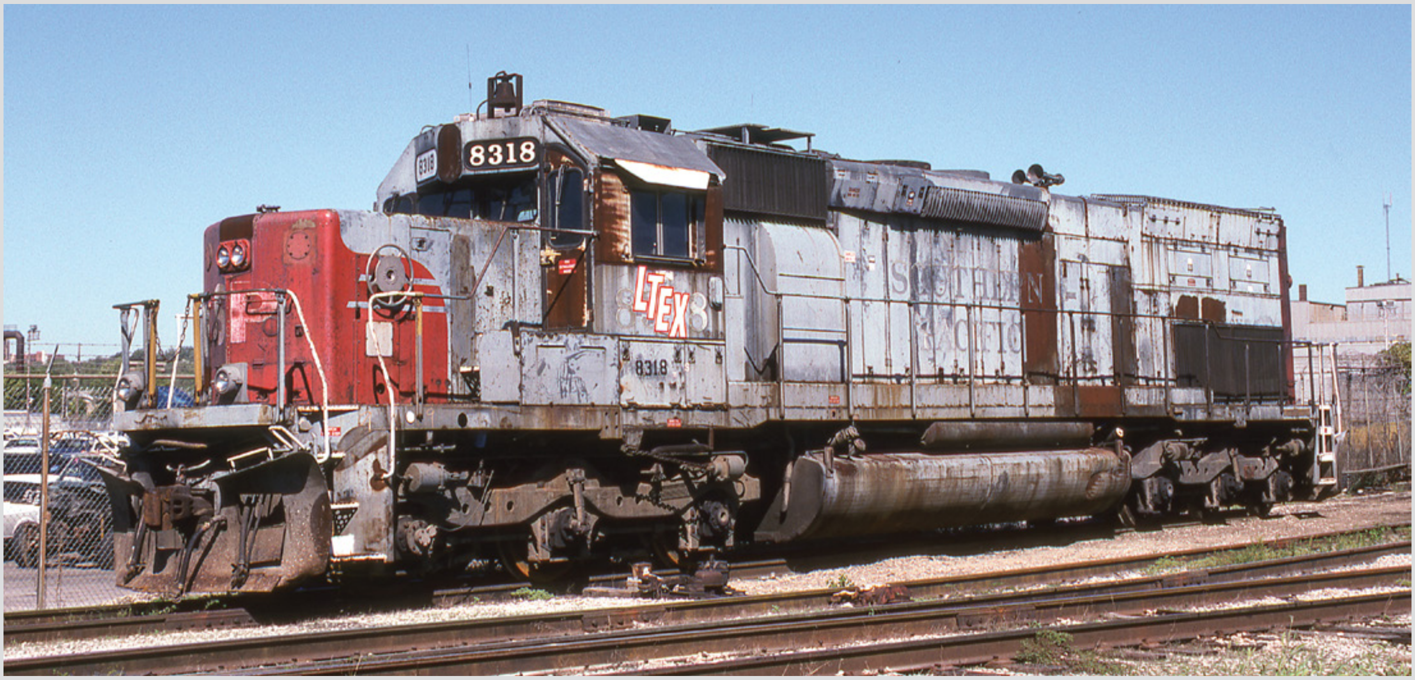
**Above:** Kansas City Southern's system is largely free of tunnels and the need for an SD40T-2 was for the "SD40-2" and not so much for the "T" modification. The road acquired both SD40T-2 and SD45T-2 locomotives secondhand. KCS 6100 (originally SP 8524 pictured at the top of page 32) at Heavener, Okla., on October 19, 2004. — *Roger Bee photo, Randy Keller collection*

**Right:** Helm Financial (HLCX) 6141 was in Kansas City in late September 2005, and looking fresh though it was nearly three decades old and began as Rio Grande 5375. EMD's SD40-2 series were reliable and sold in large quantities, which made them prime candidates for secondhand ownership and leasing work later in their lives. — *Paul Wester photo*



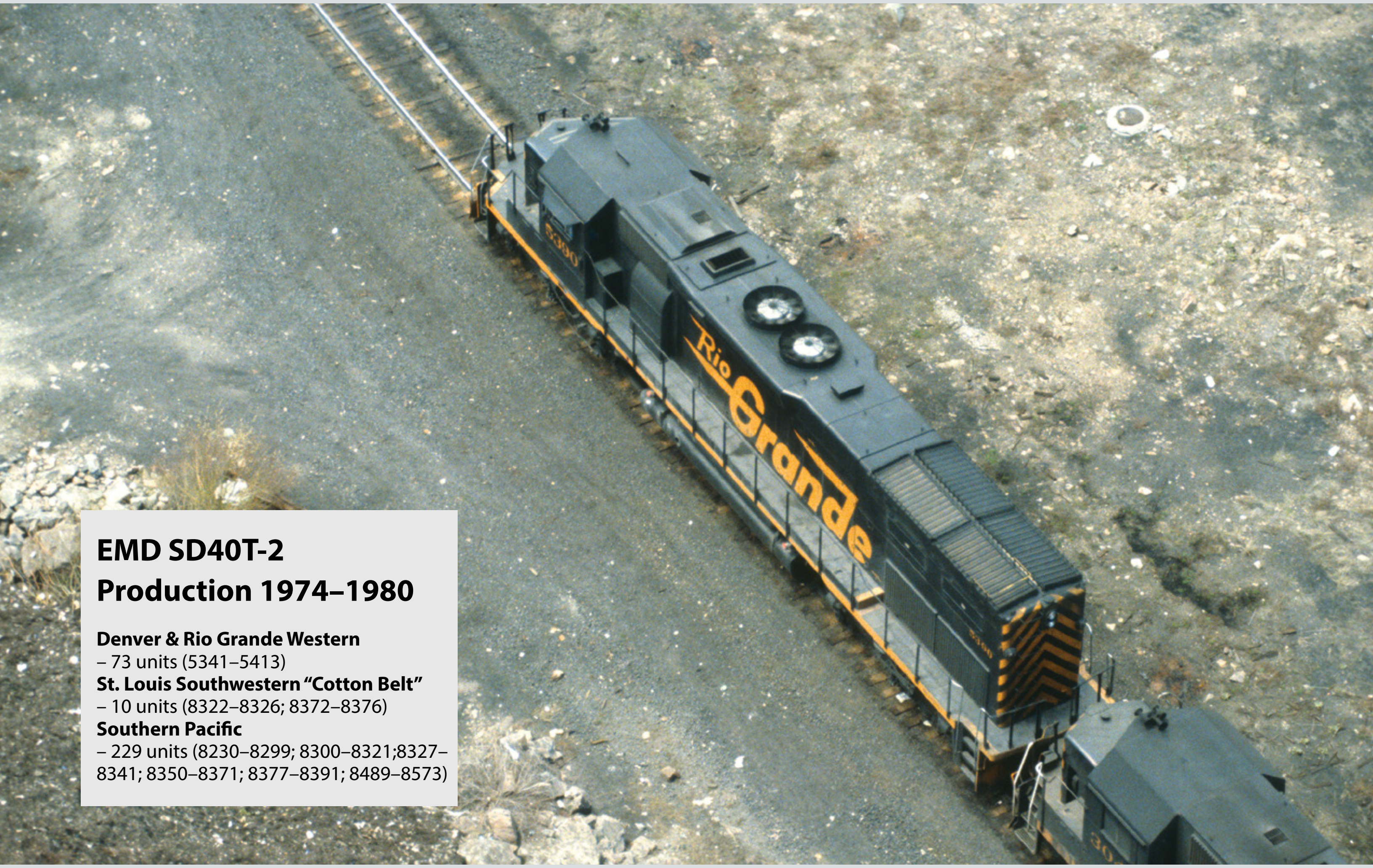
**Below:** Tri-City Railroad Company (TCRY) is a Class 3 road based in Kennewick, Wash. Roster information shows a half-dozen SD40-2s (31–36), with TCRY 37 (shown at Richland, Wash., in 2021) listed as the lone SD40T-2. This Tunnel Motor was built as Rio Grande 5399 in March 1980 and is one of the newest examples of this EMD locomotive. — *Paul Wester photo*





**Above:** Larry's Truck & Electric Service (LTEX) 8318 was the proprietor of this SD40T-2 in 2003, as it rested in the sun at Kansas City. Southern Pacific motive power was infamous for its well-used appearance and this 1978-built Tunnel Motor is an excellent example. The unit received a coat of solid black not long after this photo was taken. — *Curt Jans photo, Randy Keller collection*

**Below:** This view of Rio Grande 5390 (taken near Eagle, Colo., on the road's Tennessee Pass line in June 1979) shows the modified appearance of the rear section of the long hood for this Tunnel Motor variant of EMD's big-selling SD40-2. This locomotive retained its Rio Grande livery (with Union Pacific patching) for at least a decade after the mid-1990s merger. — *Terry E. Cook photo*

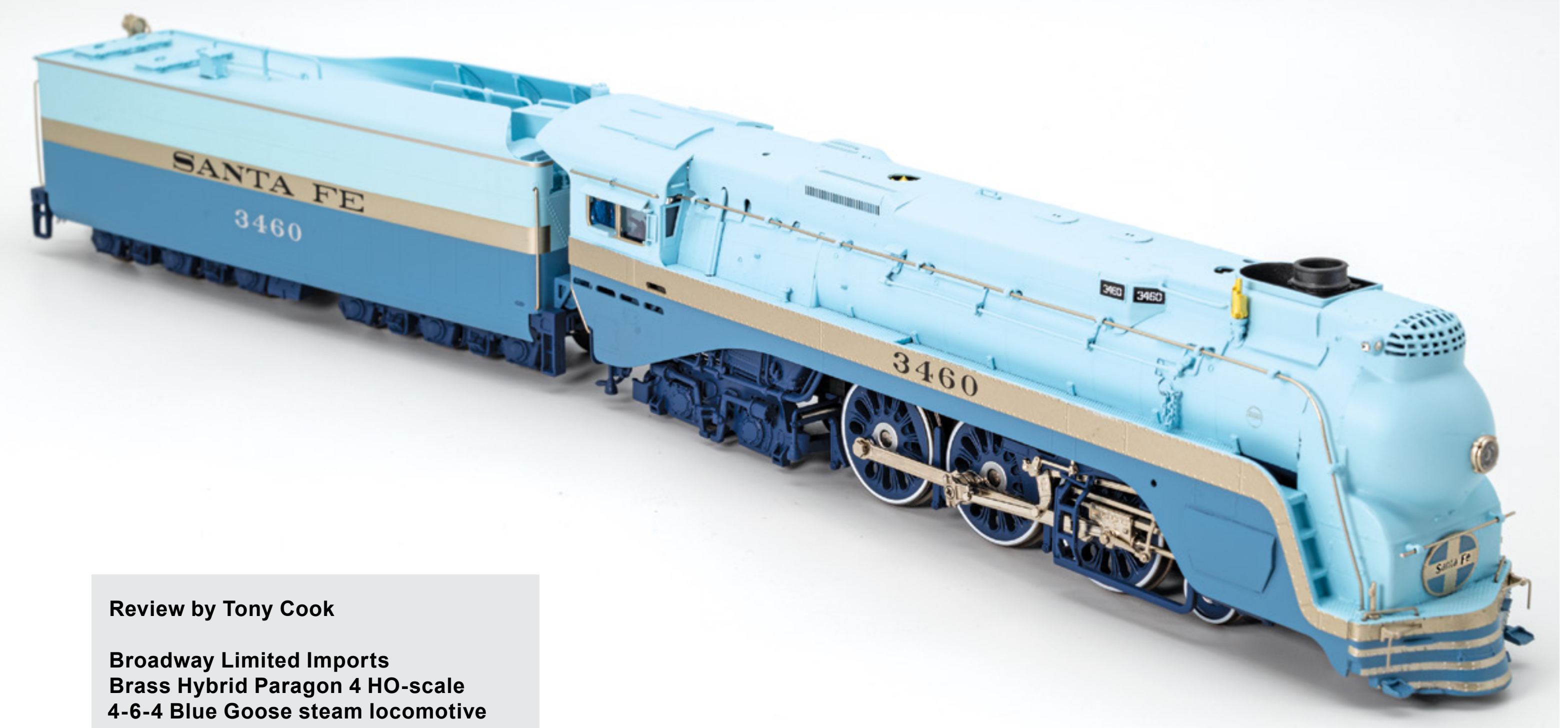


## EMD SD40T-2
## Production 1974–1980

**Denver & Rio Grande Western**
– 73 units (5341–5413)
**St. Louis Southwestern "Cotton Belt"**
– 10 units (8322–8326; 8372–8376)
**Southern Pacific**
– 229 units (8230–8299; 8300–8321;8327–8341; 8350–8371; 8377–8391; 8489–8573)

# Beautiful Brass Goose

## Broadway Limited's Santa Fe "Blue Goose"



**Above:** Santa Fe's 3460 was built by Baldwin and was easily the most noteworthy of the railroad's 3460-class, and perhaps also the rest of the road's steam roster. These 1937-built 4-6-4s served Santa Fe for nearly two decades. Research information indicates this sleek Blue Goose (delivered in January 1938) was a assigned to protect the schedules of Santa Fe's first class passenger trains east of La Junta, Colo., and was not assigned to a specific train or run when new.

**Review by Tony Cook**

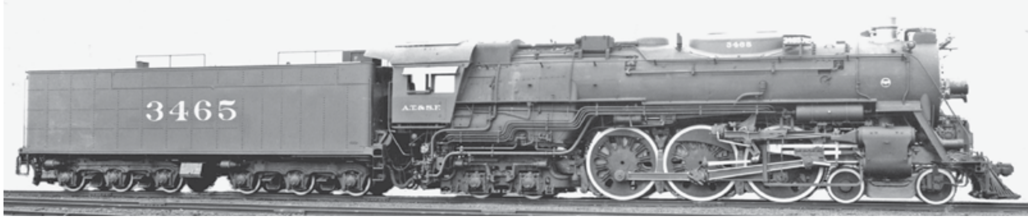
**Broadway Limited Imports**
**Brass Hybrid Paragon 4 HO-scale**
**4-6-4 Blue Goose steam locomotive**
**with DCC, sound, and smoke**

**Santa Fe 3460**
**as-delivered appearance**
**with 3460 on tender**
**7350, MSRP: $899.99**

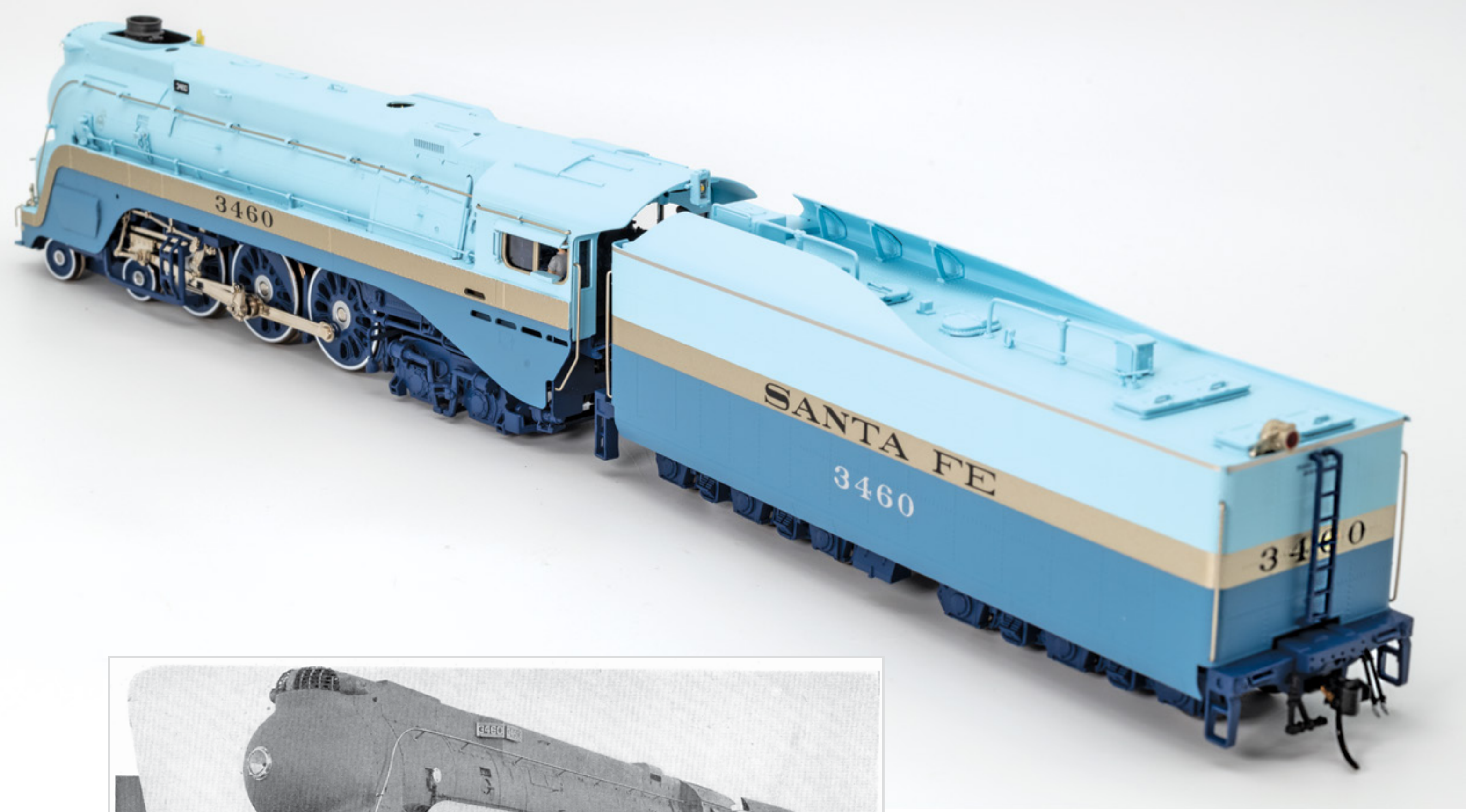
**Broadway Limited Imports**
broadway-limited.com

Broadway Limited Imports' (BLI) is not the first HO rendition of Santa Fe's famous "Blue Goose" steam locomotive, but it is the newest and one of the best to date. This Brass-Hybrid 4-6-4 steam locomotive replica was produced during spring 2022 (this review sample is stamped August, 8, 2022 on its inner packaging, which is a neat inclusion for modelers and especially collectors) and it's a combination of brass, plastic, and other components. This is a reproduction of a one-of-a-kind locomotive, though BLI covers various looks for Santa Fe 3460 across its service life (1939 into the early 1950s). The run also presents an unlettered brass finish Blue Goose (with as-delivered detail). There is also a trio of models BLI produced exclusively for two hobby dealers (Factory Direct Hobbies and TrainWorld) that I share information and views of at the conclusion of this review.

For those not wanting to have to make one goose fit various eras of operation, you'll find BLI covered no less than five versions (as-delivered with two lettering presentations on this edition's tender), early 1939, 1941, 1950, and 1951–1953 versions. The major spotting feature demarcation line is between the pair of as-delivered Blue Goose models and the other offerings, with those two



**Below:** This Baldwin Locomotive Works builder's view, included in Joseph Strapac's *Santa Fe Steam Compendium, Voume Two: Modern Locomotives* (reviewed on pages 92-93 in this edition of Model Railroad News), shows you what lies beneath the beautiful blue, sleek shroud of Santa Fe's Blue Goose. Only Santa Fe 3460 received this coat of two-tone blue colors, while the rest of this class (3461–3465) possessed a more traditional appearance for locomotive and tender exterior.

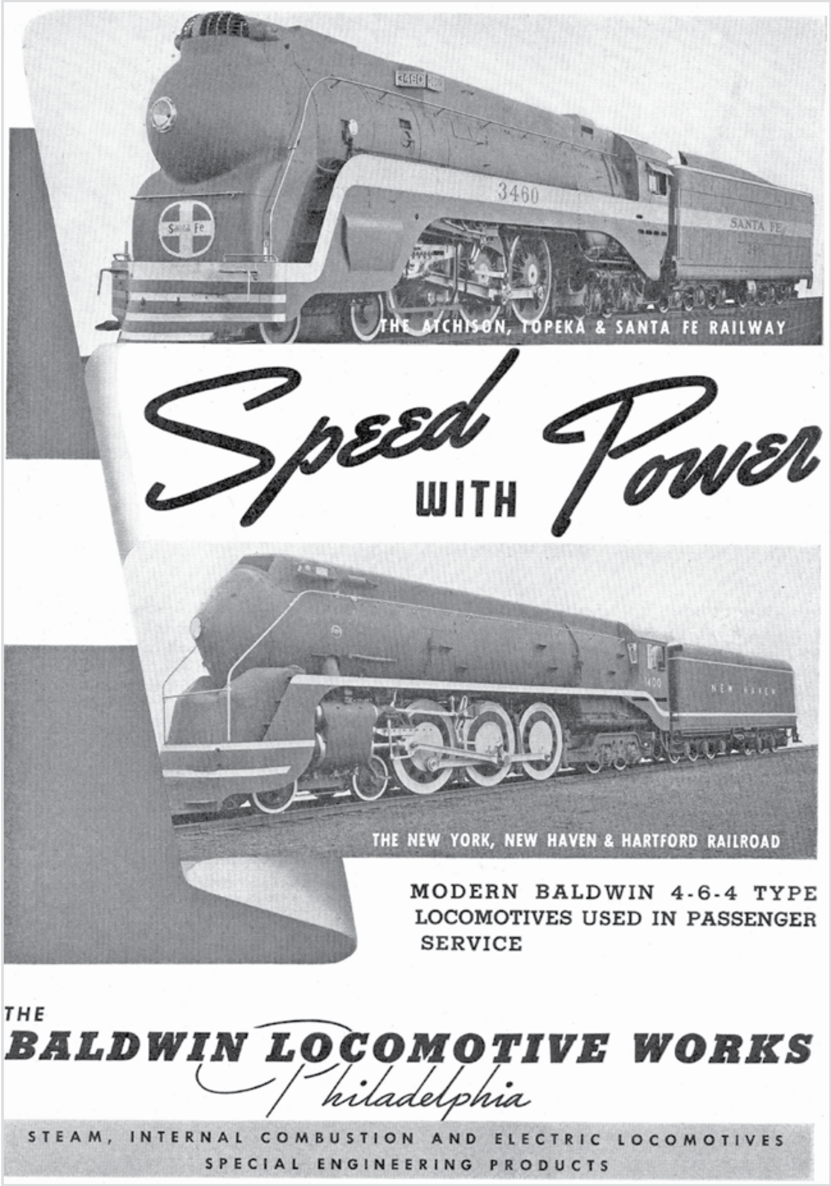


**Above:** Broadway Limited's HO-scale Blue Goose acquires its power from electricity running through your rails; Santa Fe's version operated with oil. The Brass-Hybrid series replica features an oil-style tender that includes functioning rear red light and houses audio electronics. The rear of the tender comes equipped with a metal knuckle coupler.

as-delivered models featuring wider skirting or shrouding covering the lead cylinder above the pilot trucks on the locomotive. The other versions (early 1939 through 1951–1953 models) lack this wider covering but receive a black smoke lifter extension not found on as-delivered replicas.

## The $15,000 Streamline Package

According to Joseph A. Strapac in his *Santa Fe Steam Compendium, Volume Two: Modern Locomotives*, "Historians agree that the American steam locomotive reached its design zenith around 1937." This was the time when Santa Fe's 3460-class came into being.



THE ATCHISON, TOPEKA & SANTA FE RAILWAY

Speed WITH Power

THE NEW YORK, NEW HAVEN & HARTFORD RAILROAD

MODERN BALDWIN 4-6-4 TYPE LOCOMOTIVES USED IN PASSENGER SERVICE

THE BALDWIN LOCOMOTIVE WORKS
Philadelphia

STEAM, INTERNAL COMBUSTION AND ELECTRIC LOCOMOTIVES
SPECIAL ENGINEERING PRODUCTS

**Left:** This Baldwin promotional piece highlights Santa Fe's Blue Goose and its cousins in the East serving New Haven. While Santa Fe bought the shrouded special treatment (reportedly a more than $15,000 upgrade in 1937), New Haven indulged in multiple examples from Baldwin for its roster. This Baldwin advertisement is included in the chapter covering the road's 3460-class in *Santa Fe Steam Compendium, Volume Two: Modern Locomotives*.

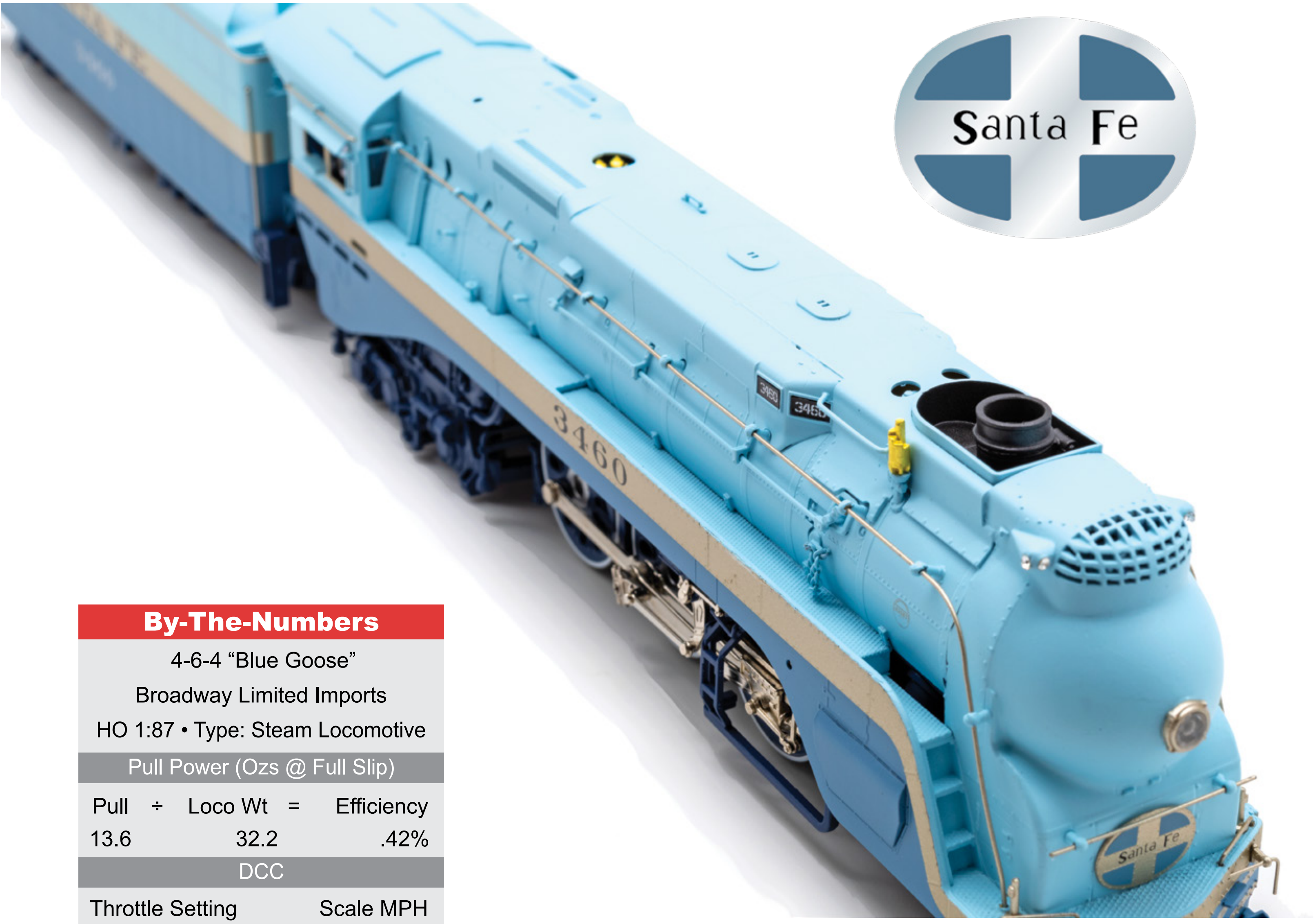
Bought from Baldwin Locomotive Works, Santa Fe's order for six 4-6-4s (3460–3465) cost more than $150,000 each, with the last to arrive (3460) coming with streamlined shrouding costing the road $15,028 more than the standard setup of the other five 3460-class members. Similar to New York Central's 4-6-4-design Hudson-type, Santa Fe's 4-6-4s delivered in this 3460-class rank as both most powerful and largest of this wheel arrangement. Assignments for these locomotives included three hauling Santa Fe's *Fast Mail* service and the other pair of regular body 4-6-4s covering the *Chief* between Chicago and Kansas City. When the Blue Goose came at the beginning of 1939, the 3460-class reportedly moved to *Chief* runs between Chicago and La Junta, Colo. First operating at a top speed of 80 mph, this rule was revised to 90 mph east of Kansas City and 100 mph west of Kansas City to the southern Colorado town of La Junta. As diesels began taking priority assignments, this group of 4-6-4s bumped down to second section duty on *Fast Mail* trips, and pulled trains like Santa Fe's *Antelope*, *California Limited*, *Grand Canyon Limited*, and *Scout*. The *Antelope* (between Kansas City and Oklahoma City) appears to be the last regular passenger job for this class. As of the beginning of 1953, most found their new job was standing still in storage lines at Kansas City's Argentine Yard. A reprieve, thanks to special Boy Scout trains, put the group back to work in mid-1953 with the last reported revenue run coming in late 1953, in a combined steam/diesel consist pulling the *Ranger* between Newton and Emporia in southern Kansas. Santa Fe's 3460 Blue Goose was brought back to life in early 1954 one last time for a cameo role in a publicity film marking the dieselization of the railroad. After its time under steam again and before movie cameras, 3460 was back in the storage line and not known to be fired again. Santa Fe's 3463 was spared from a sale of the 3460-class to a Kansas City-area scrapper in 1956. The Blue Goose 3460 along with 3461, 3462, 3464, and 3465 were cut up, while 3463 moved west for display in Topeka, Kan. The bulk of my research into the prototype was performed examining the mentioned Joseph A. Strapac *Santa Fe Steam Compendium, Volume Two: Modern Locomotives* published by the Santa Fe Railway Historical & Modeling Society (sfrhms.org) and reviewed in this edition of *Model Railroad News*. I also found S. Kip Farrington's 1972 book, *The Santa Fe's Big Three: The Story of the World's Greatest Locomotives* (David McKay Co., Inc.), a good reference; as is Lloyd Stagner's "Blue Goose and Kin" article included in the June 1985 edition of *Trains* magazine.

## Blue Goose in Brass

The appeal of a brass replica to a modeler is well-known, and is even more alluring to the ardent collector of all things HO scale. I certainly lean more toward collecting than serious operating but find Broadway Limited's Brass-Hybrid series speaks to both operators and collectors. A downside to many older, vintage brass pieces, especially steam locomotive efforts, was their less than appealing performance that could quickly spoil the love that their intricate and beautiful exteriors had kindled with their owner. Here's where a "best of both worlds" situation shows its strength in this series of BLI offerings. You receive an awesome brass replica and it rides on a reliable mechanism. Another benefit is the asking price. I would expect a traditional brass Blue Goose imported today to cost a minimum of two to three times the $899.99 retail BLI places on this combination Brass-Hybrid HO release.

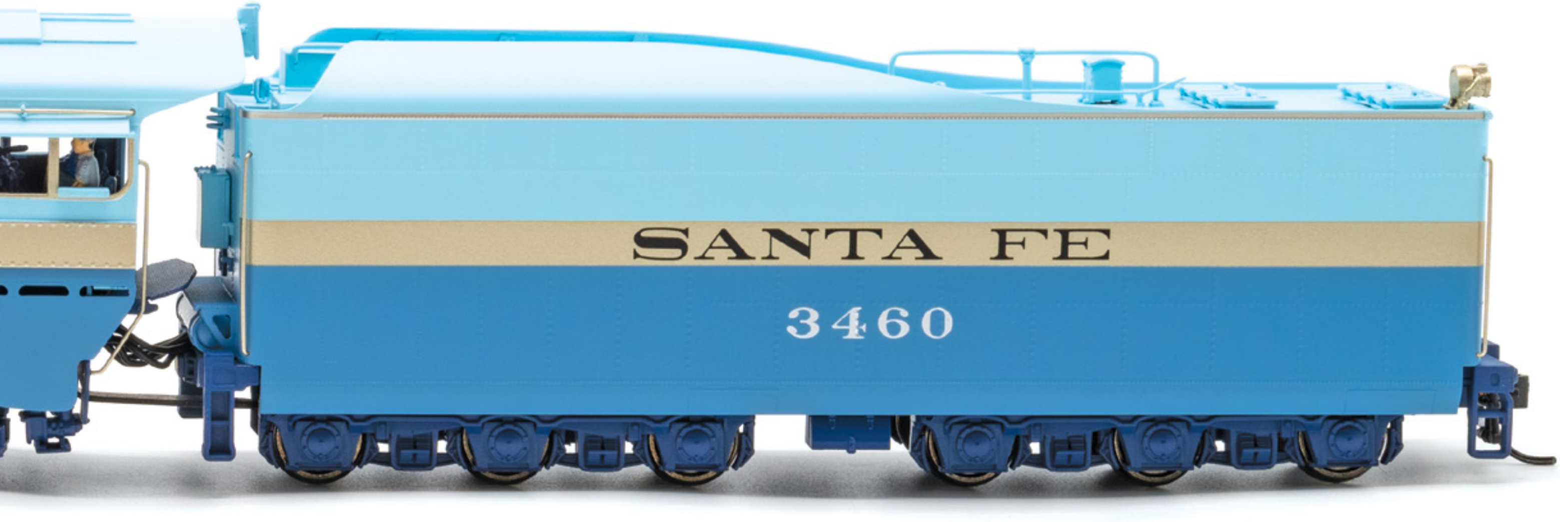
For this release, BLI provides a solid-performing mechanism (located over the drivers) with rubber traction tires covering the tread of the rear drivers for enhanced pulling power. The lighting is LED equipped and illumination begins with the headlight and continues down the boiler with the number boards lit (two per side, and separately controllable under digital operation). The cab interior includes lighting and the rear cab roof has a light (as did the prototype). The tender's back end includes a single red light mounted above the roofline. As part of BLI's recent Paragon 4 electronics enhancements, you'll discover the guide and a single sheet function

3460
3460
3460

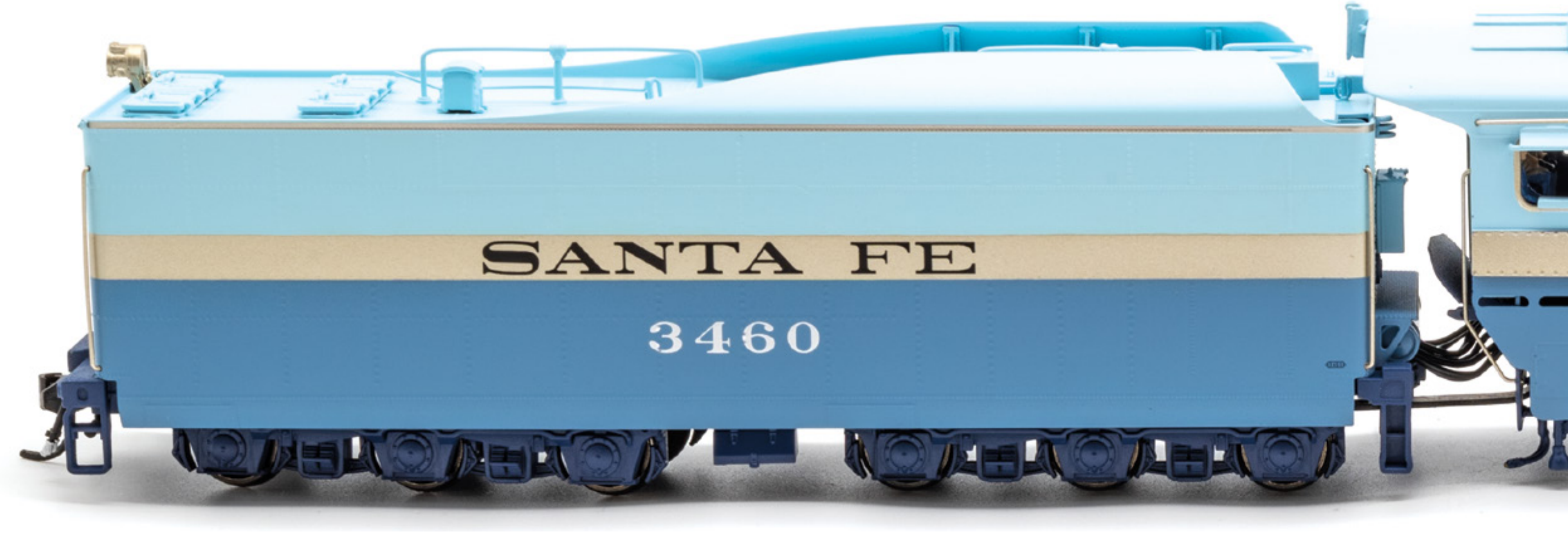


| By-The-Numbers | | |
|---|---|---|
| 4-6-4 “Blue Goose” | | |
| Broadway Limited Imports | | |
| HO 1:87 • Type: Steam Locomotive | | |
| Pull Power (Ozs @ Full Slip) | | |
| Pull ÷ | Loco Wt = | Efficiency |
| 13.6 | 32.2 | .42% |
| DCC | | |
| Throttle Setting | | Scale MPH |
| Min | | 2.6 |
| Mid | | 51 |
| Top | | 81 |

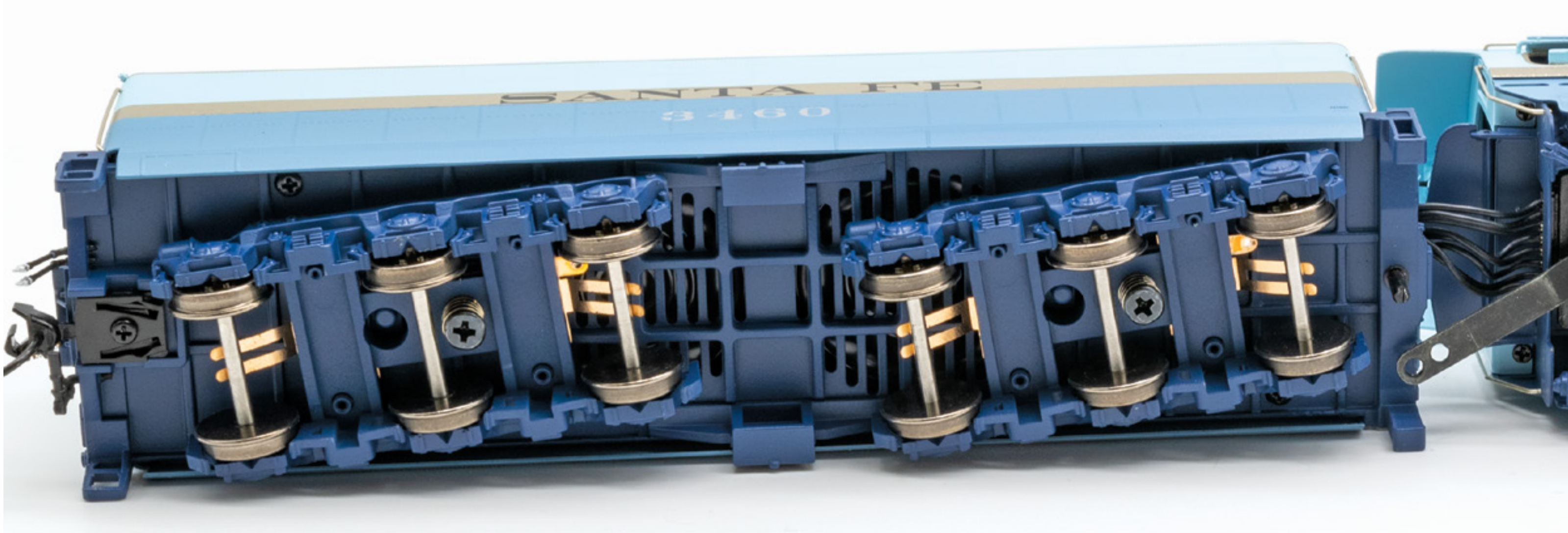
**Above and Below:** This HO-scale release comes in multiple versions covering a range of looks for this one-of-a-kind roster member. The dark blue wider upswept shrouding covering the cylinders and residing over the lead trucks near the front of the boiler is an as-delivered feature. Broadway Limited’s model includes two lettering styles for this original appearance (with and without the white 3460 number on the tender sides), plus examples with less skirting and other changes providing model railroading enthusiasts with Blue Goose reproductions based on 1939, 1941, 1950, and 1951–1953 prototypical setup.



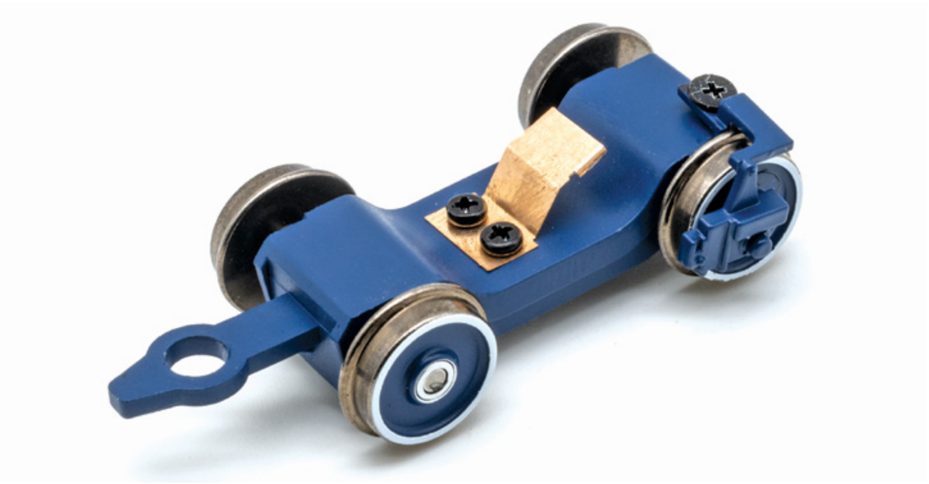
key listing have some variation in what they say each does. In addition, Paragon 4 provides a standard and professional mode that can make select functions and/or features perform a bit differently depending on the model selected. I also found found F18 controls the bright white light over the back of the locomotive cab and F20 will toggle on/off the red light on the tender, but neither of these lights functions in a traditional directional operation style. The only light feature I can find semi-lacking is the tiny classification lights on the top front of the boiler. These lights are represented by jewels (which look fine), but some may feel with all the attention afforded the rest of the release's lights that this is a missed opportunity... though certainly not a big deal. The sound effects include more than whistle, bell, and chug-chug audio. Take the time to read over the included listing sheet and you'll be rewarded with sounds for multiple toots of the whistle automatically strung together and played by pressing F13; F24 reproduces a long-sounding whistle; and F22 toggles through whistle styles. Additional sound output includes station sounds (F14), yard radio chatter (F15), maintenance crew chatter (F16), and more. The sound quality (emitted from two large round speakers aimed downward and sending sound out through grates in the tender floor) was good. This model includes a smoke unit and its delivery of oil-based smoke effect was the usual from BLI, and fine for those who appreciate it. I like that Broadway Limited includes smoke as an option (now on both HO steam and select diesel locomotive releases). You have two easy methods for control of smoke output. A function key (under Digital Command Control use) allows you to toggle smoke on and off. In

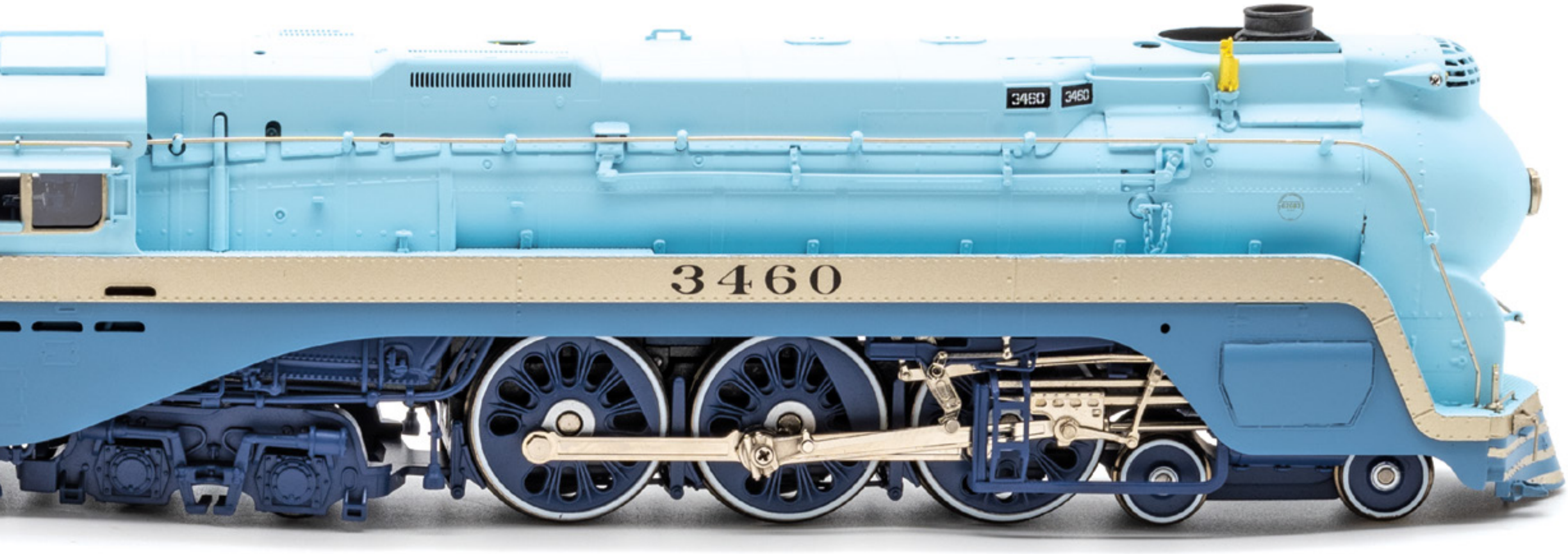


**Above and Below:** The tender on Broadway Limited's HO-scale Blue Goose is brass construction, with numerous detail parts added to the finely rendered body shell. The shade of blue on the trucks and underbody (of both the tender and locomotive) are darker, as per prototype, than the two hues employed across the upper parts of this 4-6-4 model. One area of some discussion is the pickup design, you see the brass tabs collecting from the outer axles of the tender trucks. The forward pair of axles collects track power from the fireman's side; the rear tender's outer axles pull in current from the engineer's side of the model. BLI's recently revised excellent-design plastic coupler pocket is screw-mounted to the rear of the tender. Note there are two round speakers located in the tender center outputting through the floor.

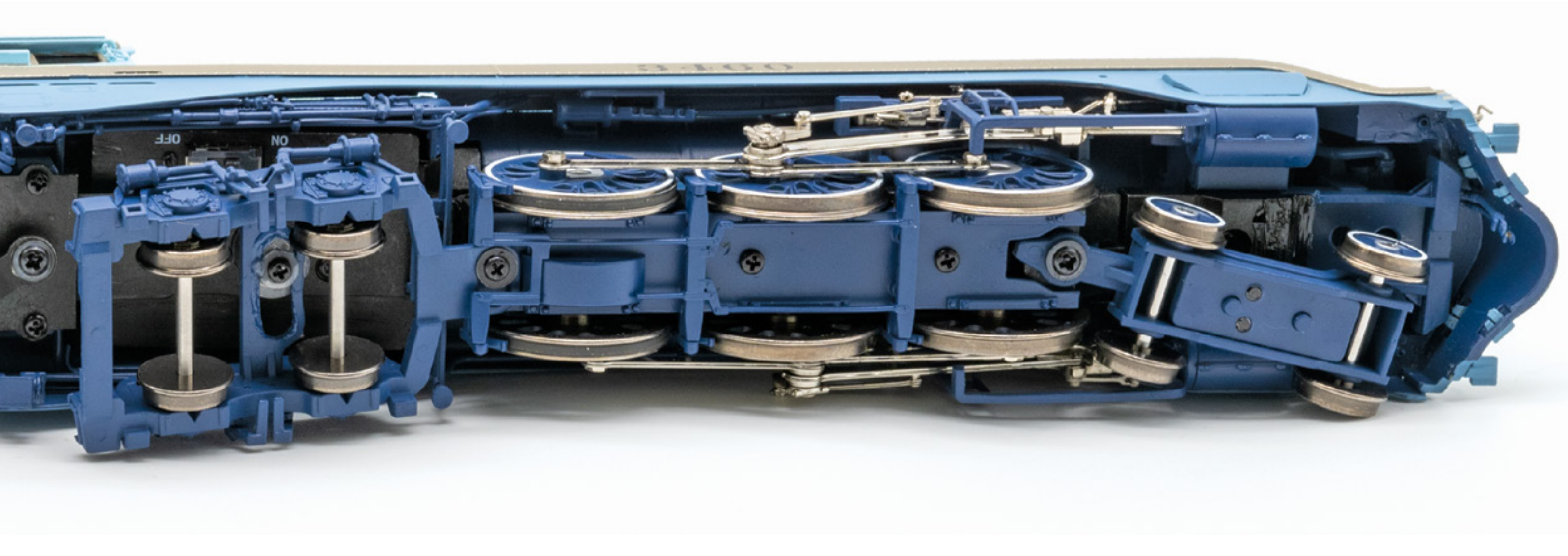


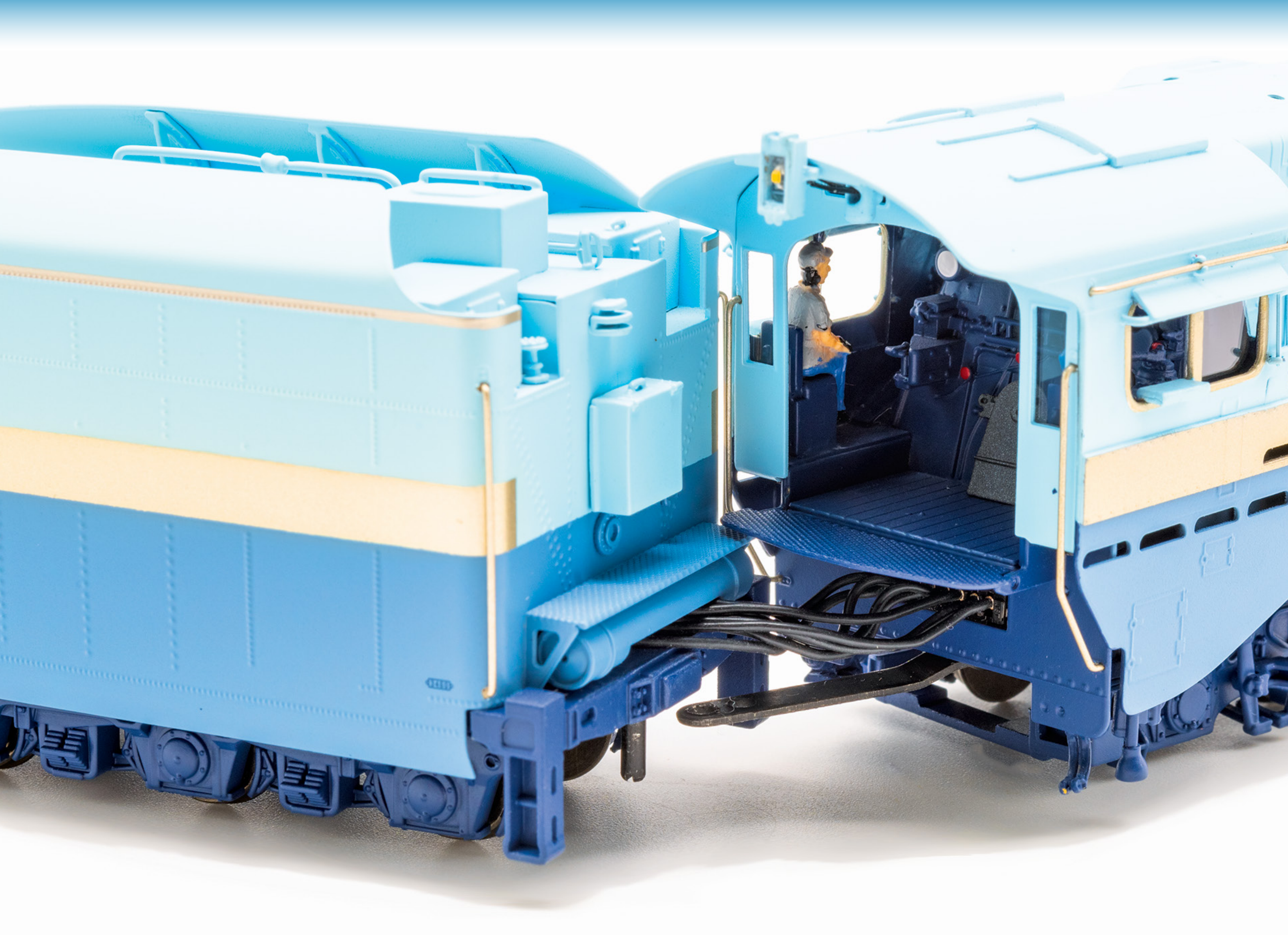
**Right:** BLI's HO-scale Blue Goose arrives assembled and ready for service. Included with this release, you'll find a small black plastic funnel for protecting the body during smoke fluid refilling down its stack; there is also a small tool and two replacement traction tires for possible future need. In addition, there is a small screw and a detail part (shown on right attached to the lead pilot truck). This was left off the model to benefit its track ability around tight curves. You can remove the pilot truck by taking out the single screw securing it to the locomotive; on top of the pilot truck you'll see a small opening on a forward corner. The speed recorder detail hangs from this opening and is held by the provided screw. The detail mounts over the outside lead axle as shown. The early version Blue Goose with additional coverage of its skirting or shrouding in this location is likely the challenge for this in operation around tight curves. It is easily added or removed, if you wish to see about its use on your pike.





**Above and Below:** The locomotive includes a traction tire on its back driver and the two drivers ahead of it pick up power. The fireman's side driver wheels (on top in the view below) collect electricity from their side of the track and the other side of those lead driver wheels are a source for power on the engineer's side. The lead and trailing locomotive trucks are dummies and non-conductive. The mentioned concern on pickup relates to the number of conductive wheels (you could possibly wire the tender's center axles for pickup if your trackwork or experience makes this an issue). BLI did include its Go Pack keep-alive capacitor; however, it appears to be in line in such a way that under challenging conditions there is an occasional flicker of the LED lighting or less than smooth operation of the synchronized smoke.





**Above:** A drawbar serves to secure Broadway Limited's HO-scale Blue Goose locomotive with its tender. You'll also see the semi-permanent wires above the drawbar; there is enough give in the wire length to handle the locomotive and tender models and slide the two-position drawbar over the post located on the tender. The plate on the rear floor of the cab raises and lowers. Note the color-accented backhead detail and the painted crew figure riding in the cab of this Brass-Hybrid HO-scale steam locomotive release.

addition, you'll find a slider switch located under the cab and over the trailing locomotive truck that can be positioned on or off. I evaluated this sample's performance with a Digitrax (digitrax.com) Zephyr Plus DCC unit and loop of Kato (katousa.com) Unitrack with 24-inch radius curves and Bachmann (bachmanntrains.com) E-Z Track with 18-inch radius curves. This model was a smooth runner from its pass around the test track and onward. I set the drawbar between locomotive and tender in its minimum distance position for the 24-inch curve running, and widened the distance to the slightly longer drawbar distance for testing on the 18-inch curves. In both situations this model did fine, with no derailments or challenges across the pilot and cab idler trucks, drivers, and six-axle tender wheels (any of which can cause behavioral issues on other and older steam locomotive offerings). The low-end performance, while smooth, measured down to only about 2 mph. My understanding is that those who have installed a different decoder have had success getting slower speeds from BLI's mechanisms. The manufacturer did recently host an online survey asking what options were important and what features buyers would like to see; it's my understanding that a DCC-ready alternative was a frequently requested addition for the company's line. The data from the survey was still being acquired when I discussed this topic with BLI's Ken Silvestri before a recent livestream event with TrainWorld TV (youtube.com/@TrainWorldTV) and no decisions were yet formulated. The wheels and coupler height checked out fine and I found the pulling power was very good (see the included By-The-Numbers section).

The paint finish (three shades of blue from top to bottom, along with aluminum accents) was great on this sample. *MRN*'s review Blue Goose is an as-delivered version with the tender showing both Santa Fe's name and the 3460 road number. Comparing the model to various prototype pictures, I like the representation of the round nose and curved shroud casing. The only areas that came up slightly short were the model's whistle detail on the locomotive, labeling of the builder's plate on the forward boiler sides, and the air intake section before the smoke-stack. The whistle seemed a tad thin on definition, and maybe something different beyond solid gold paint would enhance its look. The round builder's plate is pad printed and I think a raised, separate piece would do this item better service. Finally, the grate pattern of the air intake seemed a bit thick on my sample; this could be due to paint adding thickness to this fine set of openings. Otherwise, this locomotive is a beauty and delight to operate. The boiler and tender detail and well-executed, with loads of rivets to count and many separate details. The wire railings (factory-installed on both locomotive and tender models) were uniform in appearance all around this HO-scale steam locomotive with no odd bends or uneven alignment.

I noted this was not HO's first Blue Goose. Check out my "From The Archive" column in this edition for a brief survey of past attempts that include AHM's plastic Blue Goose of the 1970s made by Rivarossi and several brass imports of this famous streamlined 4-6-4 steam locomotive.

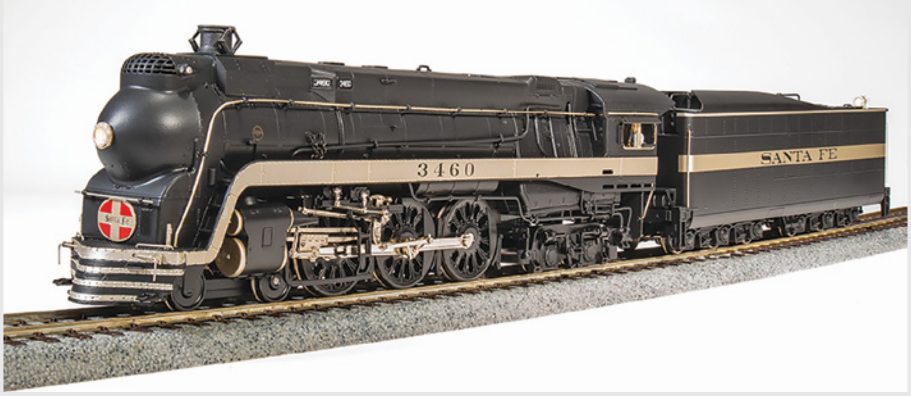
The model comes in Broadway Limited's newer, white packaging. The locomotive and tender are nestled in a clear plastic shell with separate clear side sections, and all slide into a clear frame housing. The inner casing fits into a white cardboard tray with a cutout section for the user guide; all of this slides into a protective outer white cardboard sleeve. This is another impressive addition to Broadway Limited's Brass-Hybrid series. Watch for coverage of BLI's Brass-Hybrid Texas & Pacific 2-10-4 in the near future in *Model Railroad News*. See page 21 in this edition for news of BLI's Chesapeake & Ohio K-2 Mikado project, another Brass-Hybrid steam locomotive due in the near future.

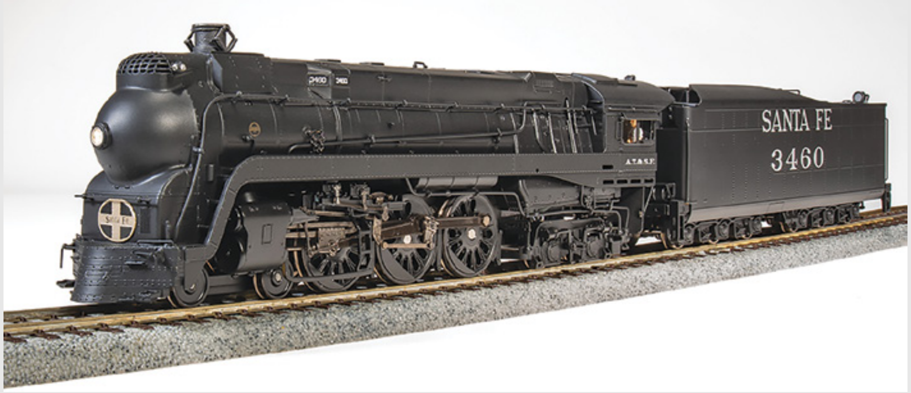
## Wild Geese

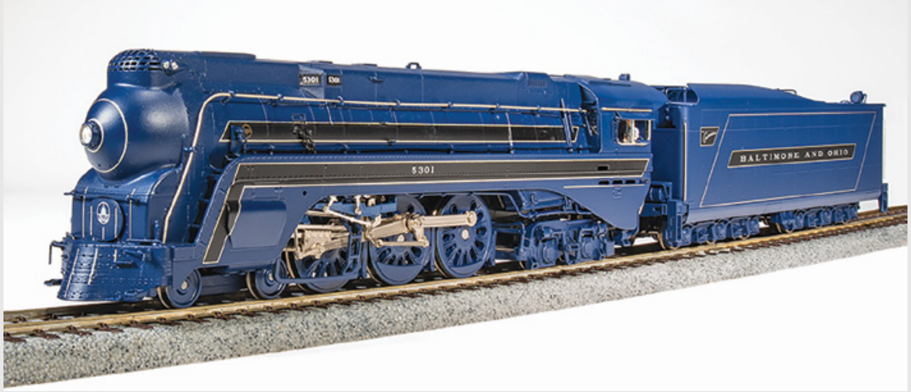
Broadway Limited Imports has covered several, if not all, Santa Fe prototype looks with its HO-scale Brass-Hybrid series Blue Goose releases. There are more geese roaming for collectors to hunt down. Utilizing the later version body (forward skirting on locomotive removed and smoke lifter applied to the stack), BLI produced two Black Goose offerings sold exclusively through Factory Direct Hobbies (factorydirecthobbies.com) and a Baltimore & Ohio "Royal Blue" release only available from TrainWorld (trainworld.com). All three are limited production; check with the noted hobby dealers for stock.

Factory Direct Hobbies' pair of Black Goose releases include one version (7357) with stainless-steel trim and red background Santa Fe herald on the nose (this model is shown above on the right). The other Factory Direct Hobbies exclusive release (shown on the center right), also a fantasy paint scheme (7358), gives you a possible future repaint in Santa Fe's basic steam locomotive look of the early 1950s, with large railroad name and road number present on the tender sides (matching the appearance of non-streamlined 3460-class roster members). This all-black 4-6-4 retains its Blue Goose-style Santa Fe herald, but presents it in the same muted appearance with black background and silver finish circle-cross. For those arguing plausibility, I find this all-black rendition something that could have happened if a complete repainting was ordered in the early 1950s. Both Factory Direct Hobbies special Black Goose models carry Santa Fe road number 3460.

New York's TrainWorld model goes in a completely different direction for its exclusive Brass-Hybrid 4-6-4 offering based on Broadway Limited Imports' Santa Fe Blue Goose tooling. This model (7359) is decorated for Baltimore & Ohio's (B&O) 5301 streamlined 4-6-2 locomotive that was one of four P-7 "President" class roster members (5301–5304 and making up the P-7d sub class) in this scheme and a similar streamlined shroud that pulled the road's *Cincinnatian* service. This train originally operated between Baltimore, Md., and Cincinnati, Ohio, beginning 1947. B&O revised its *Cincinnatian* in 1950 to a daytime journey connecting Detroit, Mich., with its namesake city.

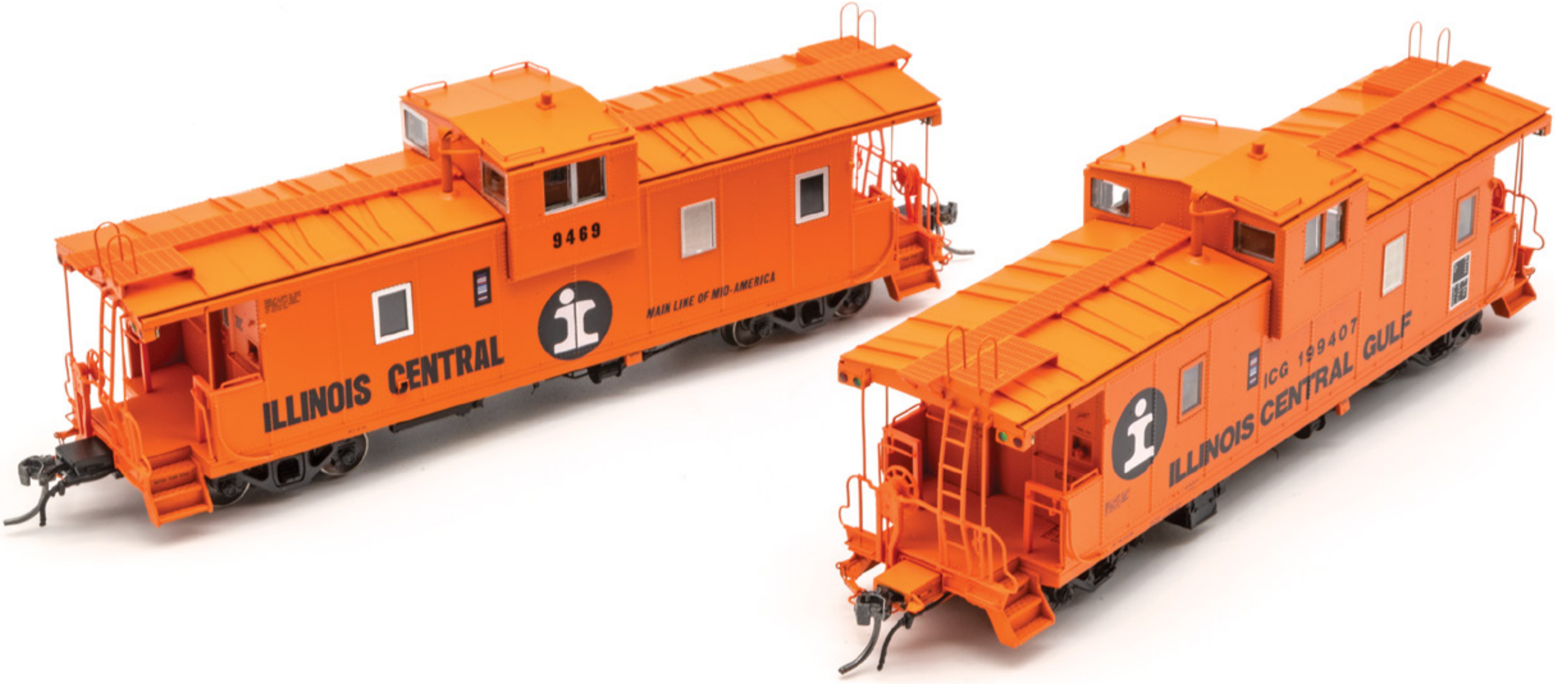






# Iconic Illinois Central Caboose

## Tangent Scale Models' Centralia Wide-Vision



**Above:** A new high-quality caboose arrives in HO with this Tangent Scale Models release. Illinois Central's Centralia Shops built a series of wide-vision way cars for the railroad's use. Tangent tackles 1970 production prototypes with this first release. These cabooses came lettered for Illinois Central and wore the new orange corporate image adopted in the late 1960s. This appearance received name and slight herald revision for the 1972 creation of Illinois Central Gulf.

**Review by Tony Cook**

**Tangent Scale Models HO-scale**
**Centralia Wide-Vision Caboose**

**Illinois Central 9469**
**60210-04, MSRP: $119.95**

**Illinois Central Gulf 199407**
**60211-02, MSRP: $119.95**

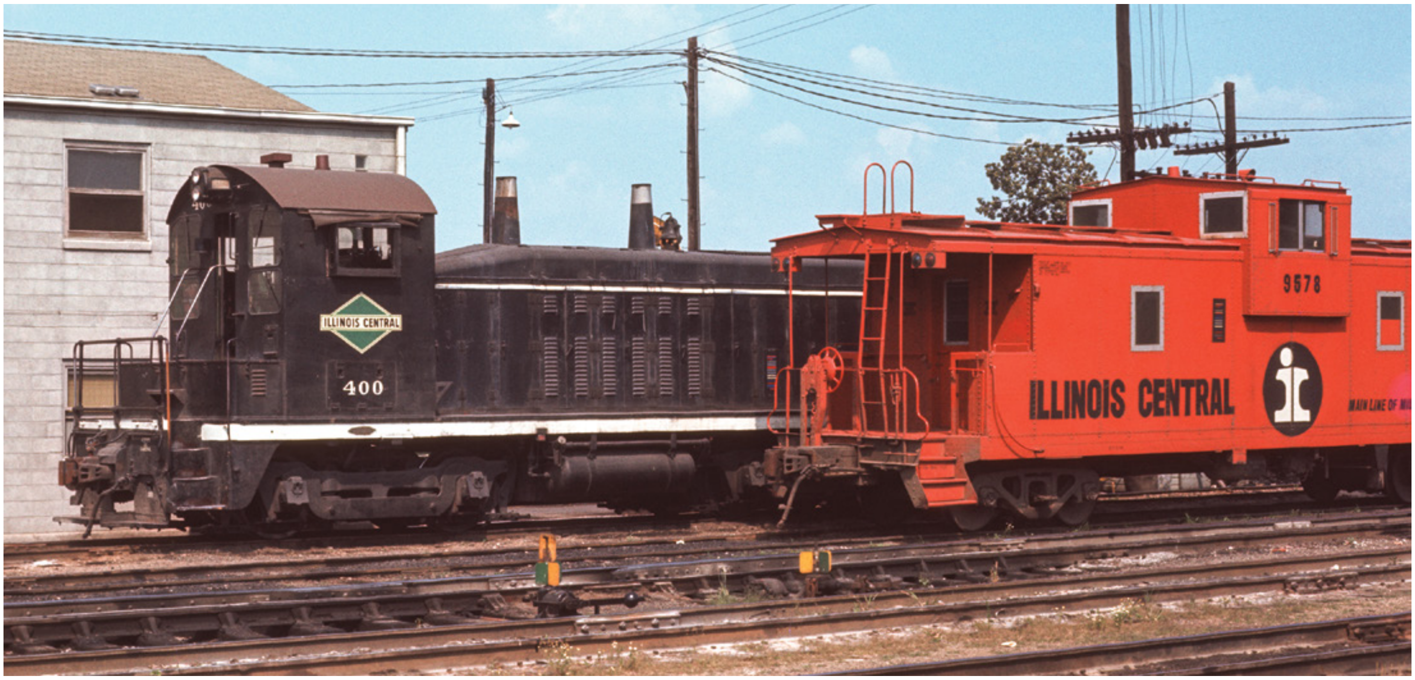
**Tangent Scale Models**
tangentscalemodels.com

Tangent Scale Models adds another caboose to its collection of HO-scale replicas with the arrival of Illinois Central's (IC) Centralia Shops steel-body, wide-vision example. This offering joins the previously released Baltimore & Ohio and New York Central bay window caboose reproductions in Tangent's line. Like those way cars, this wide-vision caboose offers a wealth of separate details on a hyper-accurate multi-piece plastic body that comes with interior, and LED lighting effects.

### Centralia Goes Wide

IC's southern Illinois Centralia Shops worked on many interesting projects for the railroad. The facility built older caboose fleets (such as the side-door prototype replicated in HO many years ago by the Centralia Shops hobby brand) and revisited the way car with the wide-vision concept in the 1960s. The initial effort was a group of 50 all-steel cabooses with an overhanging cupola mounted near the center of the body's roofline. This design served in an outsourced group of 50 more examples assembled by freight car builder Darby Corporation in 1968. The caboose fleet Tangent Scale Models selected for its HO replica is the group of 200 constructed by Centralia Shops between 1970 and 1972. These early 1970s wide-vision cabooses continued the road's shop design of a riveted body like the initial 1966 group (the Darby collection featured welded side panels). The 100 cabooses assembled in 1970 can be spotted by their Stanray-made reverse-diagonal roof pattern; the 1972 group of 100 more received Pullman-Standard roof panels with that builder's trademark "bow-tie" appearance. Both groups built in the 1970s came on roller bearing trucks (the 1966 set rolled on friction trucks).

This sizable roster of wide-vision cabooses journeyed behind trains on IC rails and later Illinois Central Gulf across the expanded system. As the corporation diversified in the 1970s, it seemed to outgrow its railroad origins and, in a downsizing program of the 1980s, the ICG system formerly spanning more than a dozen Midwestern states began shrinking. The sale of lines created several new regional railroads,

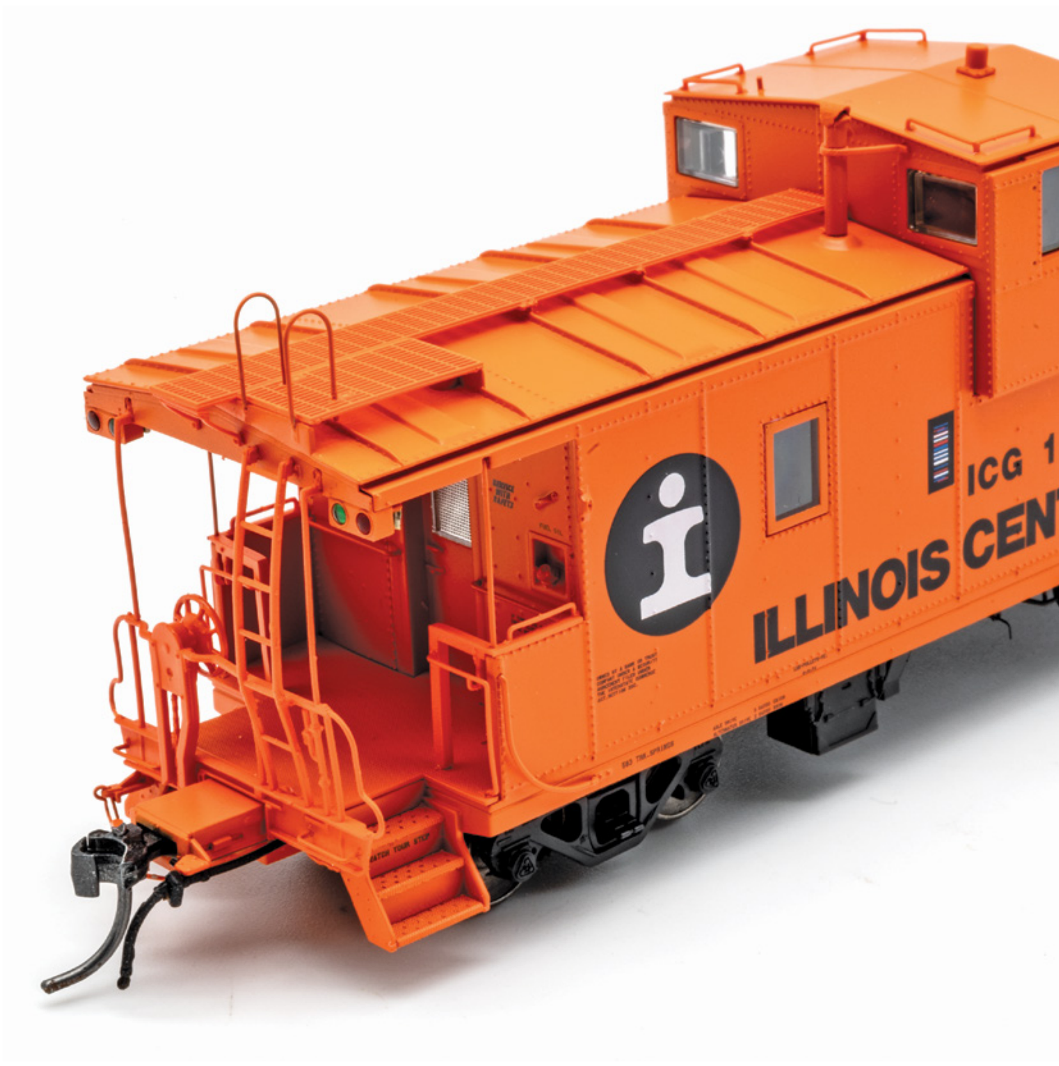


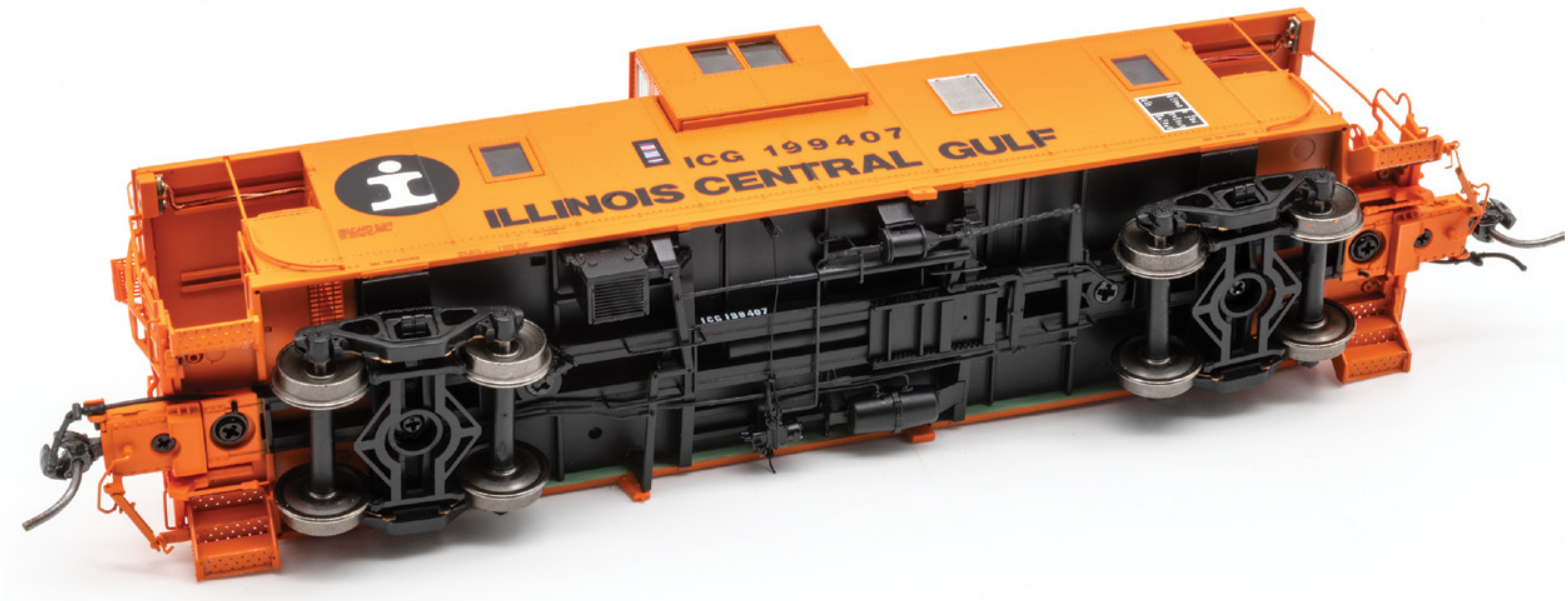
**Above:** IC caboose 9578 shows off the road's bright new image in this 1970 view. In 1967, Illinois Central dropped its Green Diamond herald and basic black dress (shown on IC 400 on the left) for this flashy orange and modern split-rail I-ball herald. Note the bend in the rooftop access ladder on the porch of this wide-vision caboose, which is accurately depicted on the model (shown below). — *Jim Boyd photo, Kevin EuDaly collection*

like the short-lived Chicago, Missouri & Western (CMNW); the more successful MidSouth (which now resides as part of Kansas City Southern's system, as do portions of what once was CMNW's route). Both CMNW and MidSouth are represented in Tangent Scale Models' first release, as both roads obtained not only track but equipment from Illinois Central during their 1980s startups. Examples of these Centralia-built wide-vision cabooses continue to soldier on with Canadian National (successor to the late 1980s downsized system that brought back its original IC name), with "wet noodles" appearing on Oxide Red repainted roster members that continue in service in the 21 century use.

## Tangent's Knockout Caboose

This caboose is one I literally grew up seeing. My Illinois hometown became a dot on the new ICG map in 1972 and I was six years old when I began seeing these long cabooses rolling behind trains on a regular basis. Even though I was familiar with these cars, I must admit that as I removed the first sample from its sturdy two-piece cardboard box, and pulled the wrapped caboose replica from its secure resting place of inner foam, I was disappointed to notice the end ladders (on both ends no less) looked bent outward a portion of the way up their path to the caboose roof. I pulled the next sample





**Above:** Measuring 52 feet (over its coupler faces), this is a long wide-vision caboose. Tangent Scale Models accurately reproduces the underbody details, making this an intricate and amazing rendition of this way car. The release comes assembled with a magnet wand for controlling the factory-installed lighting, which includes interior and end lights.

and found the same situation. When I unpackaged a third and confirmed this again, I stopped went for prototype images. Indeed, Tangent's model is hyper-accurate and these roof access ladders do have an outward angle... how did I not notice this before and over all these years?! This is a great thing about a well-executed replica; it should have the owner questioning fine and not-so-fine details, and discovering the miniature rendition is on the mark!

This wide-vision caboose checked fine when compared to plans for IC's real example. Though at a glance this caboose might seem like a wide-vision International Car Co. or other make, you quickly appreciate IC's longer design... these were long cabooses. The model feels hefty and weighs in at five ounces. Its coupler height is fine and it includes extended cushion design for the coupler pocket. The plastic body includes clear window inserts, which you can peer into and see the multi-color interior detail. A magnet wand is provided and with this tool you can toggle end and interior lighting on/off (a great feature). The work on the three samples I examined was even and excellent across them all. The model comes with a bag of color signal paddles (these fit on the ends of the car sides, look for them in prototype pictures). In addition to orange Illinois Central dress with "Main Line of Mid-America" slogan on its sides and the 1974 ICG shared in this review, the run covers the spartan looks ICG adopted by the late 1970s. There is a 1978 simplified ICG and a very late 1987 ICG with white background herald. Tangent covers the years after portions of ICG's system were downsized with a gray new-image Illinois Central release; Chicago, Missouri & Western; and MidSouth offerings. Those with an interest in more contemporary times will find two Oxide Red caboose offerings lettered for Canadian National (accurate for 2005 and 2007 and later appearances). Assembled and orange painted replicas are offered for both roof styles in this production. Those wanting a craftsman-level build will find Tangent Scale Models includes undecorated kits in this release.

This caboose was on my bucket list, as an Overland Models' brass replica... I'm thrilled to see this prototype join the Tangent Scale Models catalog, thus bumping it from my brass wish list. These caboose replicas are available direct from Tangent and from members of its dealer network. MRN

**Below:** Ryan Crawford has a Chicago, Missouri & Western wide-vision caboose from Tangent Scale Models and he will review it in a coming edition of *Model Railroad News*.

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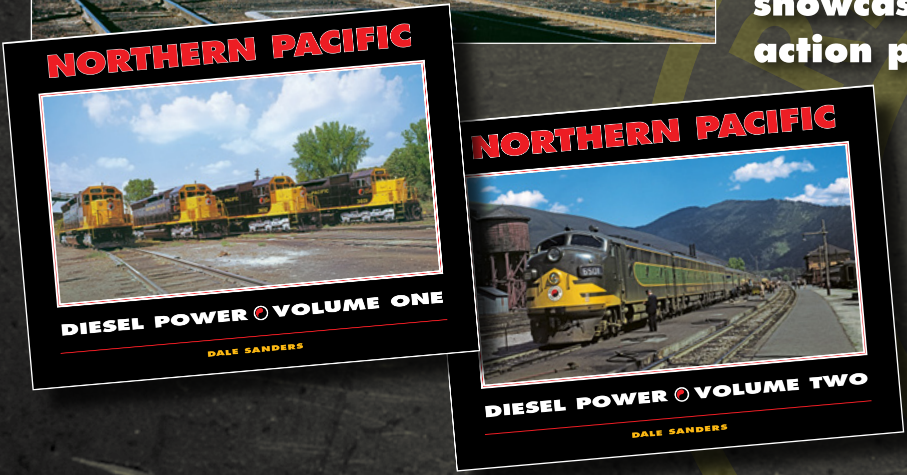

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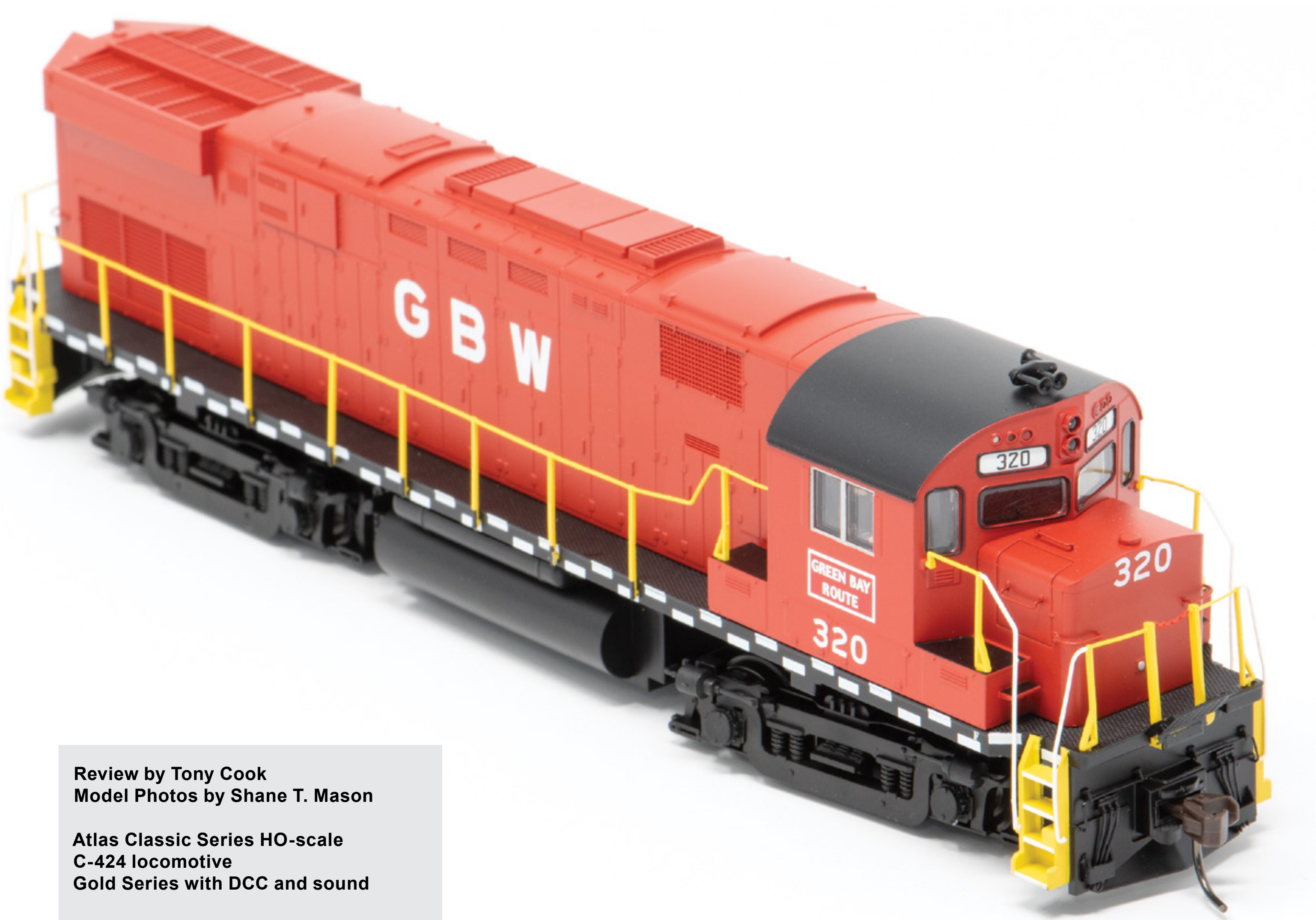
Review HO

# Check Out the Checkerboard

## Green Bay & Western C-424 from Atlas



**Review by Tony Cook**
**Model Photos by Shane T. Mason**

**Atlas Classic Series HO-scale**
**C-424 locomotive**
**Gold Series with DCC and sound**

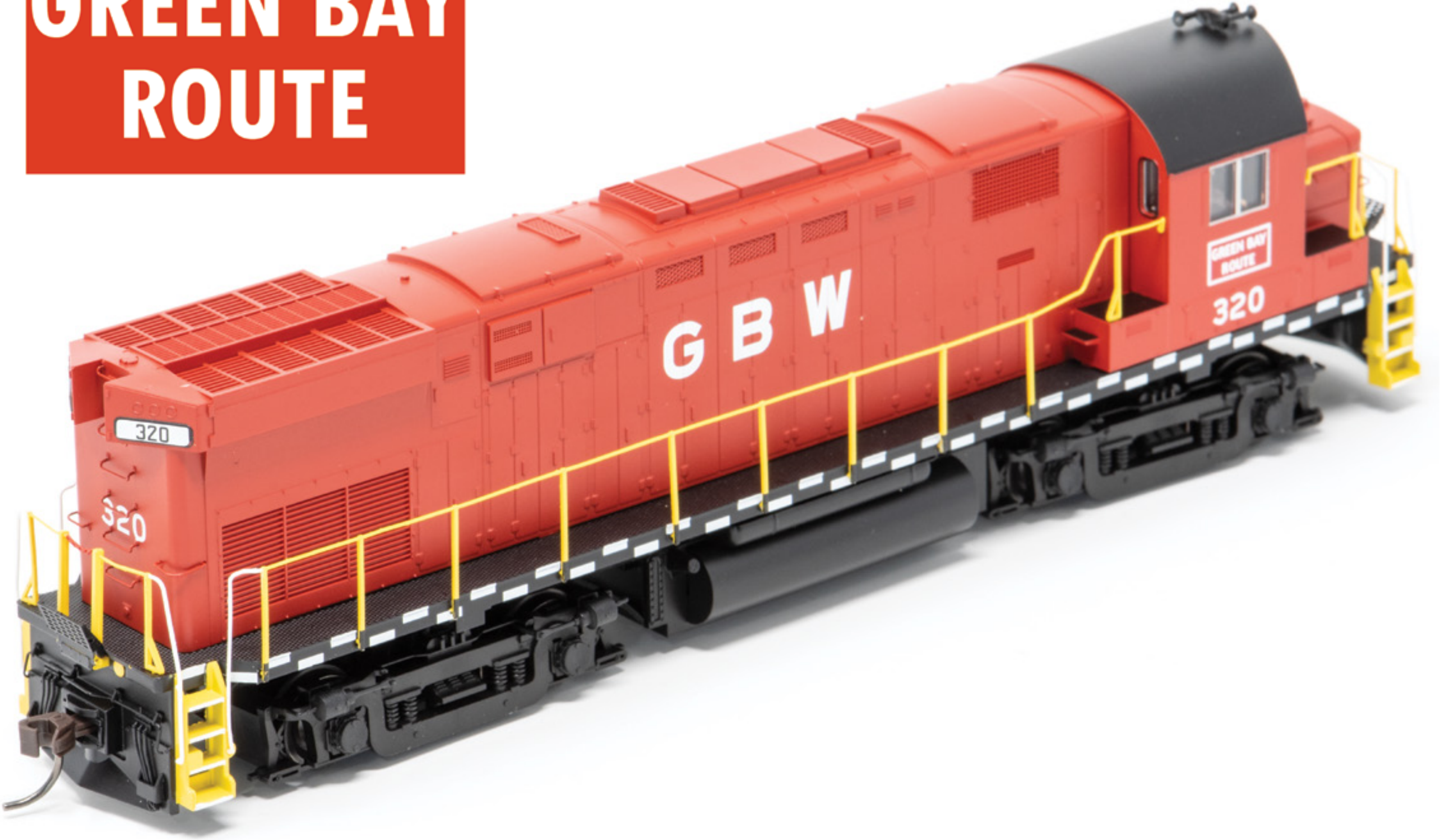
**Green Bay & Western 320**
**10 003 286, MSRP: $279.95**

**Atlas Model Railroad Co.**
atlasrr.com

Atlas' HO-scale Alco C-424 is one of a half-dozen diesel locomotive options in the manufacturer's stable of Classic Series offerings; others include the similar C-425 and Alco RS-3, RSD-4/5, and RS-11, as well as Electro-Motive Division's (EMD) GP7. These toolings all have a basis in the Atlas line prior to its contemporary era and branding (which dates to the start of the 2000s, more or less). Though these plastic shell locomotives have some years on them, they migrated from their original manufacturer and have benefited from internal and external enhancements and innovations over the years under this current Classic branding.

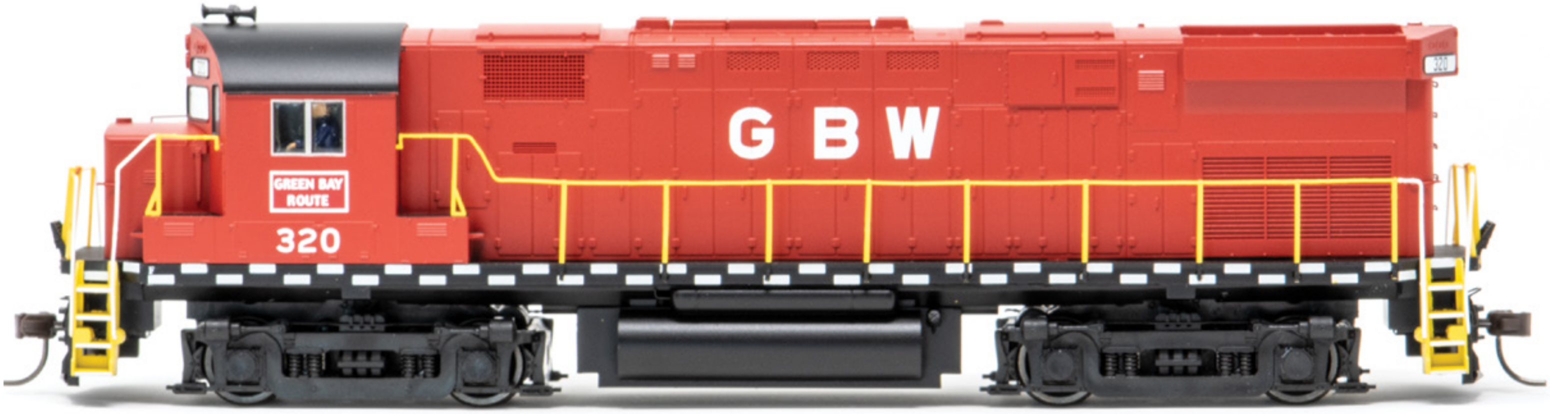
This review shares an example from what appears to be the ninth release from Atlas (again under Classic branding) for this HO-scale four-axle Alco C-424 diesel locomotive model. This run came in Silver (standard DC setup with 21-pin socket for conversion to Digital Command Control) and Gold editions. This review's model is a Gold example with onboard DCC decoder and audio output using ESU-made electronics. This Green Bay & Western (GBW) C-424 shows a later era and simplified look for the road's red livery. Atlas provides two road numbers (320 and 322) for the Phase I edition of this four-axle Alco diesel, with GBW 312 and 313 included in this C-424 run with Phase II body. This same scheme was offered by Atlas for a Phase III version C-424 carrying road number 314, released around 2010. The early phase (angled rear number boards are a main spotting feature) was previously produced by Atlas in this same GBW dress in 2005 with road numbers

# GREEN BAY ROUTE



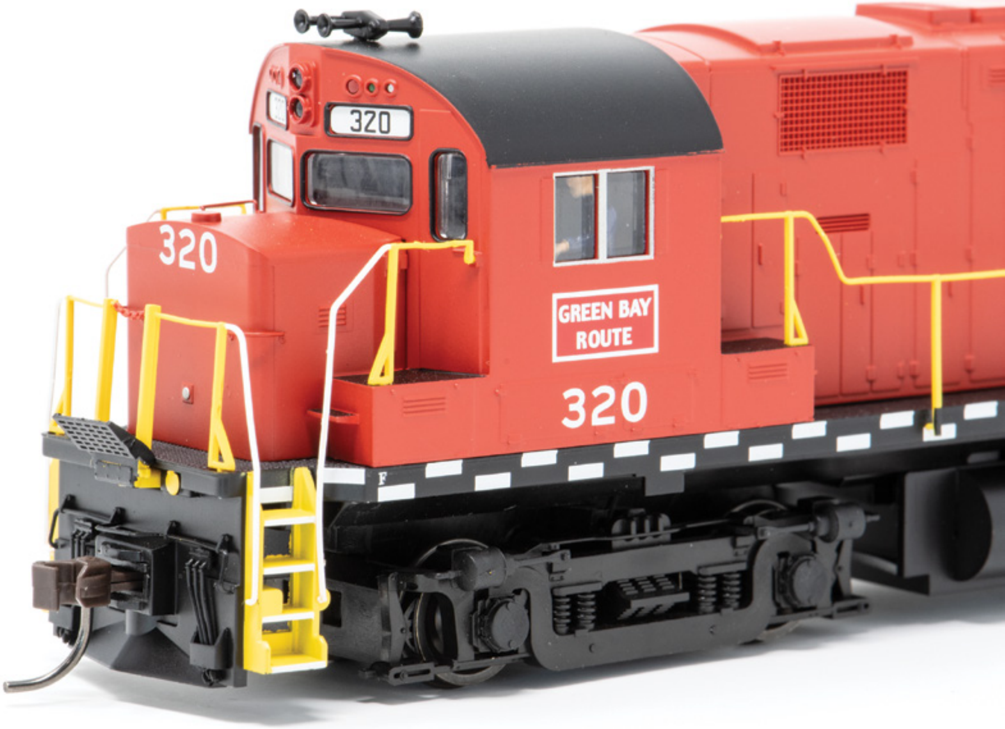
**Facing Page and Above:** Alco's Century series went head-to-head with General Electric's then-new U-Boats and EMD's early second-generation motive power options. Introduced in 1963, this 2,400-hp diesel locomotive tried to convince buyers to select Alco over GE or EMD options.

319 and 321 offered, along with an unnumbered GBW C-424. The early and more elaborate GBW scheme with a gray band running around the unit about midway up its sides was in Atlas' first Classic Series C-424 production in 2002 with road numbers 312 and 313 (and an unnumbered release). This regional railroad was an Alco-lover paradise with S- and RS-series power, FA-1 cab units, the uncommon RS-27, six-axle RSD-15s, and Century-series offerings (C-420, C-424, and C-430). The road bought four Alco C-424s beginning in 1963 (GBW 311) and concluding with GBW 314 in 1965... so how can Atlas' GBW 320 be prototypically correct? GBW also purchased secondhand C-424s, including a pair that began its career on Erie Lackawanna (2412 and 2415); GBW 320 was EL's 2412. The other Atlas road number, GBW 322, was Reading's 5204, then Conrail 2493, before going red and joining Green Bay & Western's roster.



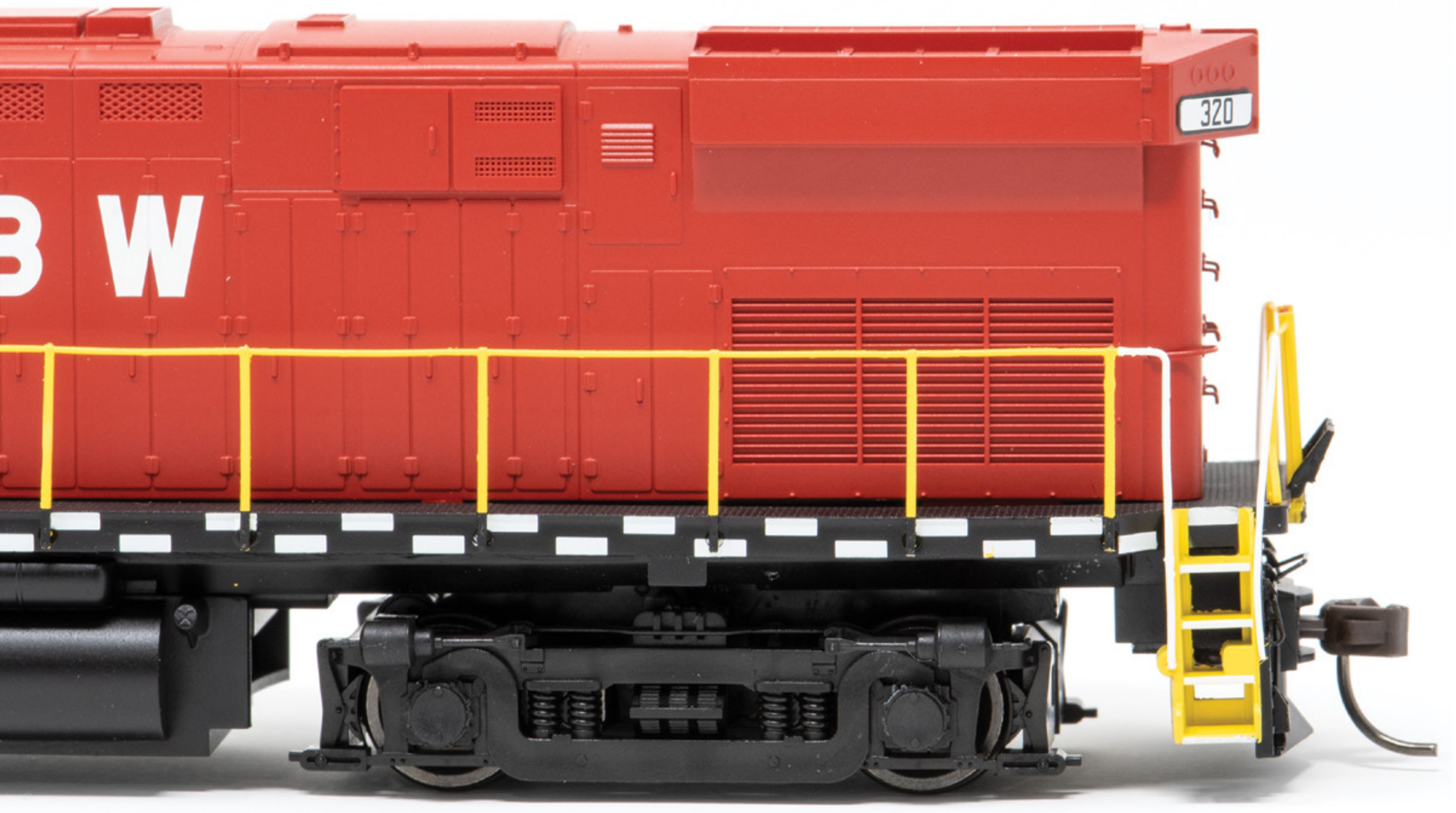
**Below:** Atlas' HO-scale C-424 arrives assembled and secured to a U-shaped plastic base via two screws that mount into the base of the fuel tank. The base snaps into two side sections (one white and one clear) and all rides in a two-piece cardboard box with exploded parts diagram included. In addition to this Gold model (which comes with DCC and sound), Atlas offers a Silver version that carries a $169.95 suggested retail price.

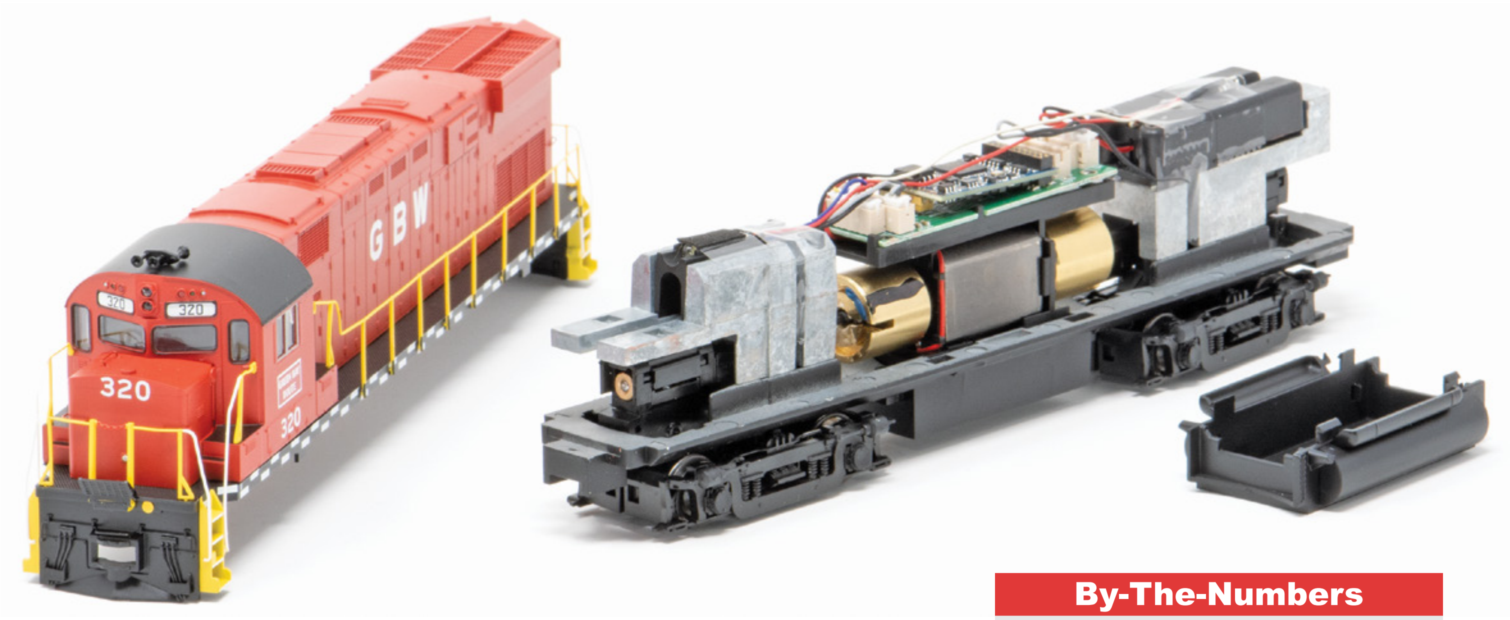
From the flawed 1970 attempt by AHM with its HO-scale C-424 (see "Collector Consist" from September 2019's *Railroad Model Craftsman* for more on that effort), I've always been a fan of the angled rear number boards on this early phase body C-424; they are neat-looking and a variation on the usual style common on other Alco long-hood ends. This representation of GBW 320 follows Alco's early production look, including the angled rear number boards, for its C-424 (190 examples were built between 1963 and 1967). The plastic body is made up of several sections, with pilots and walkways residing on the die-cast metal chassis. The nose, cab, and long hood snap into the walkway base. Flexible handrails surround the walkways with separate drop steps on the upper lip of the pilot centers. The pilot detail includes hoses and a multi-unit or MU receptacle cover (highlighted in yellow on this release), as well as a downturned wire coupler cut lever. Open hose keepers sit along the lower outer corners of the pilot faces. I mentioned wire coupler cut levers; in addition to those you'll find wire grab irons on the



**Above:** Atlas included Erie Lackawanna in this production of C-424 Phase I models. GBW 320 was originally an EL roster member. C-424 Phase II releases included GBW 312 and 313, Delaware-Lackawanna, Minnesota Commercial, and Morristown & Erie. The similar C-425 Phase II was also released with this C-424 in BC Rail and Mohawk, Adirondack & Northern.

**Below:** This C-424 includes dynamic braking (which is spotted by the raised bar on the center of the roof), and its overhanging angled rear number boards place it at the early end of Alco's production. The model's AAR Type B trucks include metal wheels (all wheels are geared and pick up electricity). The couplers are body-mounted, plastic AccuMate knuckles.





**Above:** With its multi-piece plastic body shell and fuel tank removed, you can see the inner workings of Atlas' Classic Series HO-scale C-424. The die-cast metal chassis is painted black and extra weight resides over each truck making up the nearly 20-ounce overall weight of this model. The speaker baffle is the black rectangular piece over the rear truck.

**Below:** Green Bay & Western 320 at its home base of Green Bay, Wisconsin, in May 1980. Behind GBW 320 is 322 and another Alco Century. This is a great road to research. It's operations comprised about 250 miles (all in Wisconsin), delivering and collecting freight cars at a port in Kewaunee, with a car ferry running across Lake Michigan. This is an attractive element for model railroad consideration and for rail enthusiasts to follow and enjoy.
*— Kevin EuDaly collection*

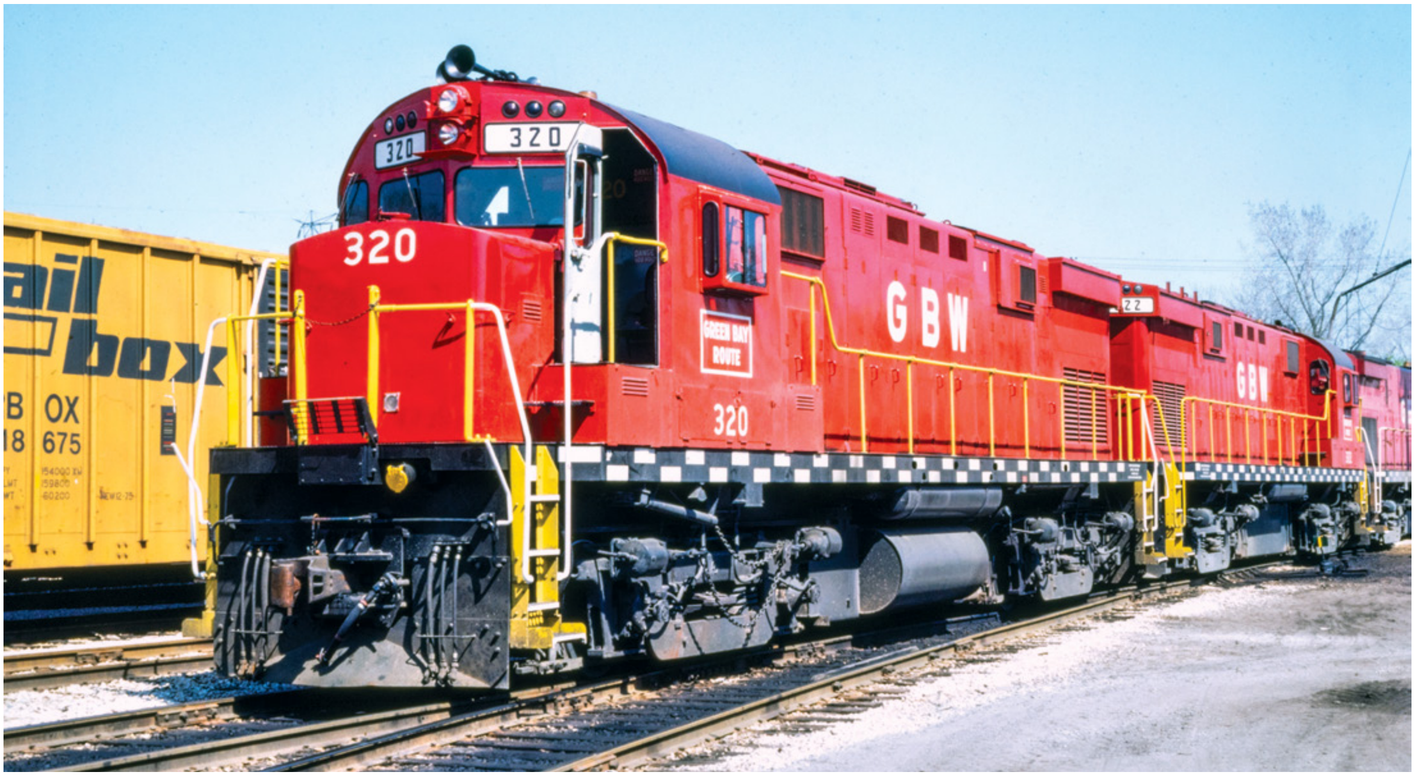
nose and back end of the unit. The air horn on the cab roof is similar to the prototypes in style and placement. The decoration (though a basic scheme in most respects) is eye-catching thanks to the well-executed checkerboard pattern running along the sill. Take a look at my measurements on the model's performance (By-The-Numbers shown on the right) and you'll agree this is a solid operator. For those who desire more detail, this C-424 could receive lift rings and other details, along with some weathering, to dress it up for an even more impressive appearance. MRN

## By-The-Numbers

Alco C-424
Atlas Classic Series
HO 1:87 • Type: Diesel Locomotive

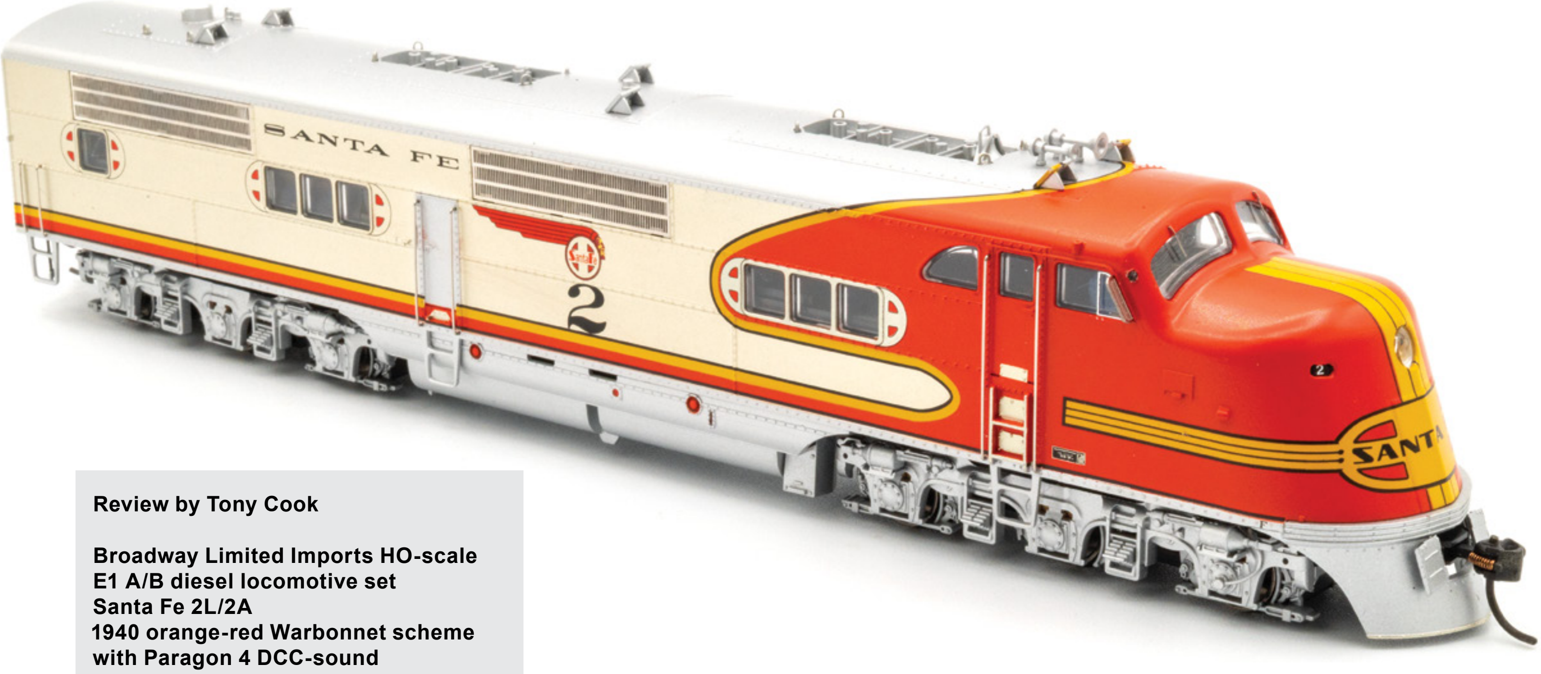
| Pull Power (Ozs @ Full Slip) | | | | |
|---|---|---|---|---|
| Pull | ÷ | Loco Wt | = | Efficiency |
| 4.7 | | 19.4 | | 24.2% |

| DCC (ESU LokSound 5) | |
|---|---|
| Throttle Setting | Scale MPH |
| Min | 1.3 |
| Mid | 62.6 |
| Top | 81.0 |



# Goose Challenger

## Broadway Limited's Paragon 4 E1s

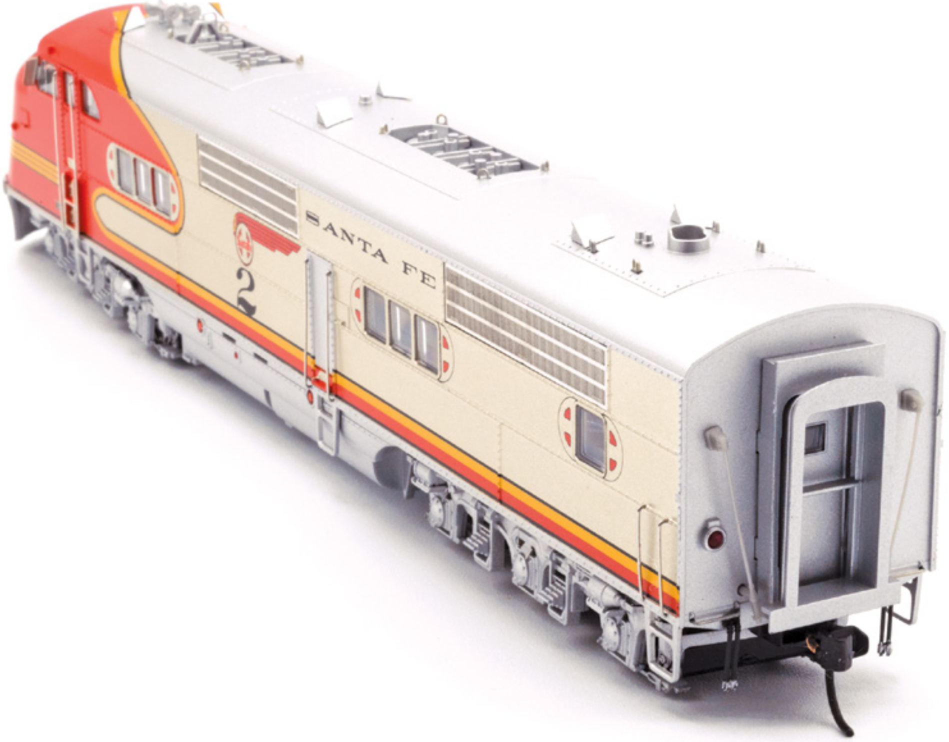


**Review by Tony Cook**

**Broadway Limited Imports HO-scale**
**E1 A/B diesel locomotive set**
**Santa Fe 2L/2A**
**1940 orange-red Warbonnet scheme**
**with Paragon 4 DCC-sound**
**6890, MSRP: $419.99**

**Broadway Limited Imports**
broadway-limited.com

**Above, Below, and Facing Page Above:** There is sleek and streamlined, then there's this E1! What an amazing and iconic example of early diesel era motive power. Broadway Limited Imports reproduced two versions of Santa Fe red in this release. This model shows off the 1940 orange-red Warbonnet hue; the other is a 1946 Signal Red hue Warbonnet. This production provided A-B pairs (powered A-unit and dummy B-unit) and powered A- and B-units sold in single locomotive offerings.



It's appropriate that this edition of *Model Railroad News*, featuring Santa Fe's Blue Goose on its cover, would also have a Warbonnet livery early diesel locomotive model to share. With respect to their age (both built in 1937 and 1938), the 4-6-4 Blue Goose may have more in common with this Electro-Motive Corporation E1 diesel than it does with many of its fellow steam locomotives. Both roster members saw introduction around the same time, had priority passenger assignments and experienced fairly brief careers. While many railroads ran passenger trains with A-1-A arrangement locomotives, Santa Fe found its E-units lacking tractive ability. As a result, the road became an F-unit kingdom for pulling passenger and freight trains during the years of World War II and after. Santa Fe rostered all E1s (eight A-units and three B-units), which saw rebuilding at

around the same time (early 1950s) the Blue Goose's 3460-class was sidelined. The E1s became E8m rebuilds (generally looking much like a stock E8 and lacking the super sleek nose and other attributes). This E1 pair from Broadway Limited Imports (BLI) follows the appearance of Santa Fe's locomotives. The manufacturer offers Baltimore & Ohio and Gulf, Mobile & Ohio models (based on the very similar EA) as good-looking stand-ins. This run comes with BLI's Paragon 4 electronics, with the set's A-unit powered and the trailing B-unit a rare non-powered locomotive model.

Performance was fine on this pair and the lighting is excellent (especially those small classification-like lights between the windshield and cab side windows). Paint and lettering was very good and I find it fun that BLI offers two versions of Santa Fe's famous red. On the sound output, I've seen comments on improving it with the addition of a baffle behind the speaker. This is an interesting and easy project that I plan to pursue, and hear for myself if it enhances the sound quality. With the arrival of BLI's Blue Goose, these E1s are even more attractive to own. MRN

## By-The-Numbers

E1 A

Broadway Limited Imports

HO 1:87 • Type: Diesel Locomotive

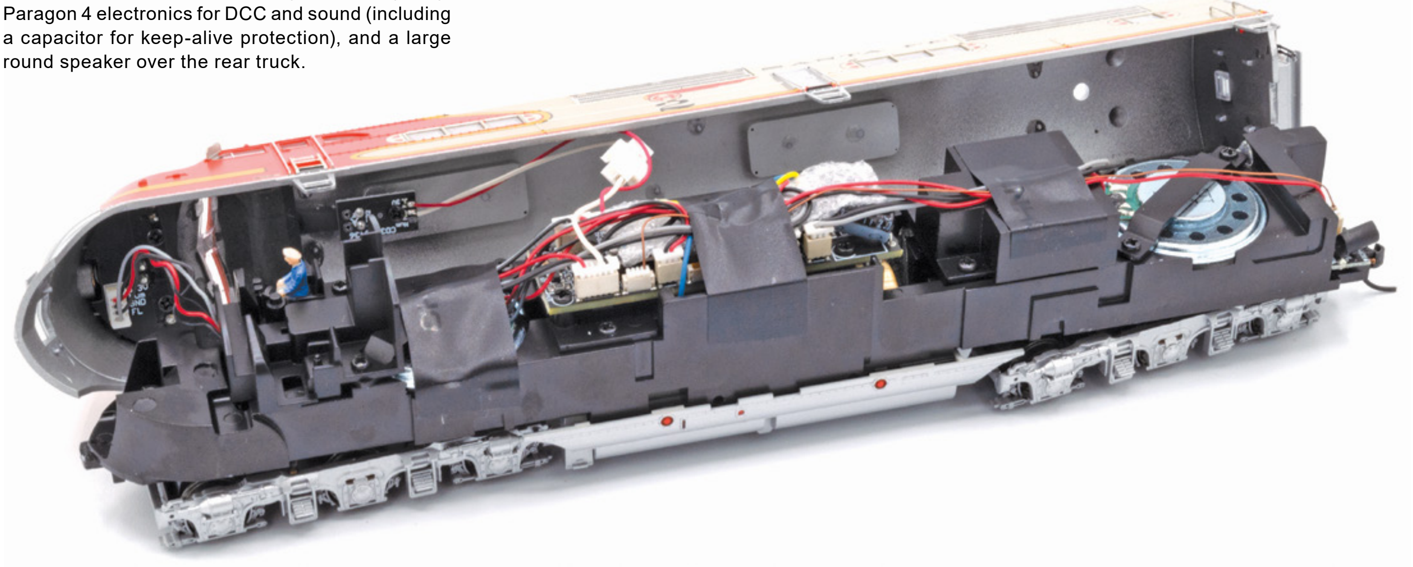
Pull Power (Ozs @ Full Slip)

| Pull | ÷ | Loco Wt | = | Efficiency |
|---|---|---|---|---|
| 4.7 | | 19.5 | | 24.1% |

DCC (Paragon 4)

| Throttle Setting | Scale MPH |
|---|---|
| Min | 2 |
| Mid | 21 |
| Top | 75 |

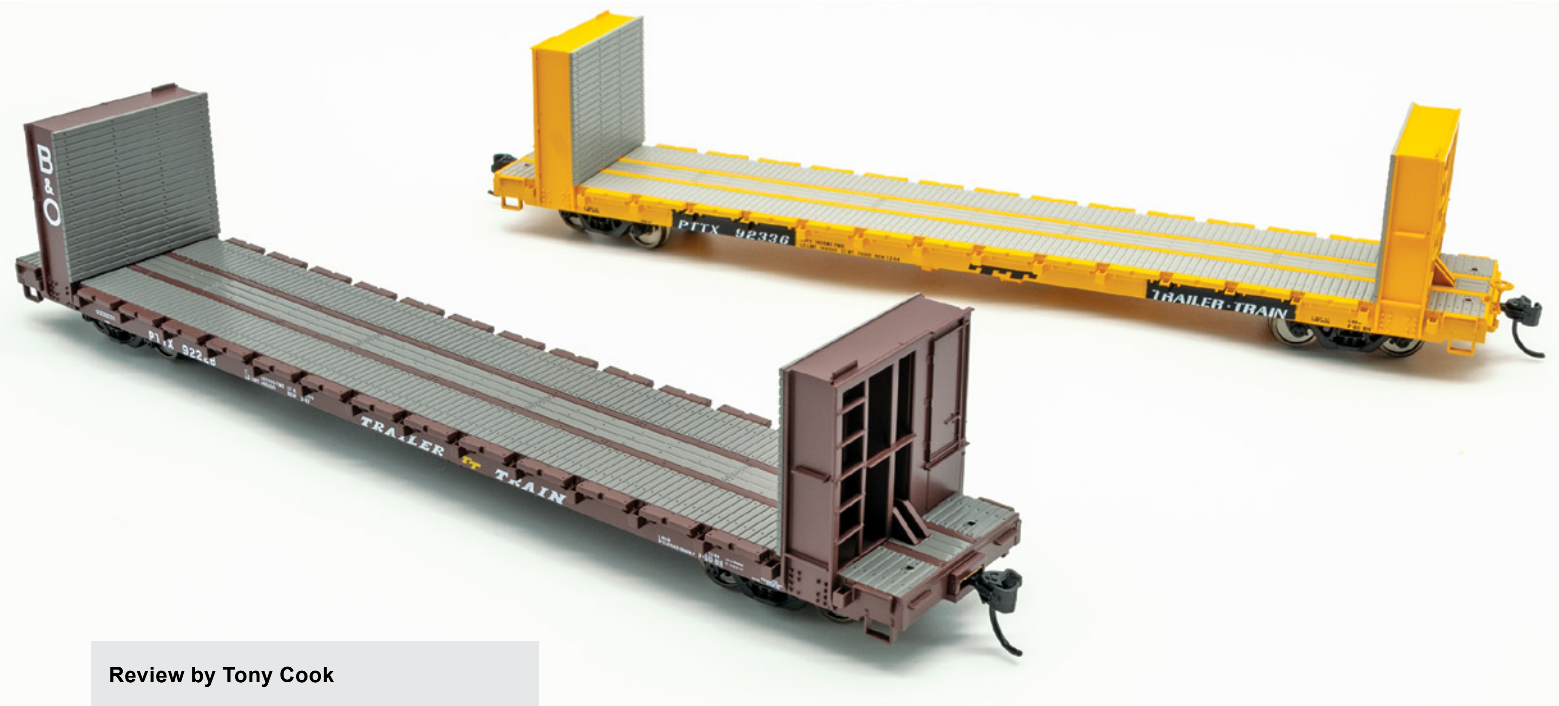
**Below:** Beneath its plastic shell, BLI's E1 A-unit includes cab interior with crew figure, LED lighting, Paragon 4 electronics for DCC and sound (including a capacitor for keep-alive protection), and a large round speaker over the rear truck.



Review HO

# Beneficial Bulkhead

## Walthers Mainline Pullman-Standard 60-foot Bulkhead Flatcar



**Above:** Old and new examples are among the offerings in this production. The brown Trailer Train with B&O lettered bulkhead section is a late 1960s prototype, while the yellow Trailer Train model in the background is a more contemporary look.

**Review by Tony Cook**

**Walthers Mainline HO-scale**
**Pullman-Standard 60' bulkhead flatcar**

**Baltimore & Ohio PTTX 92228**
**910-5813, MSRP: $29.98**

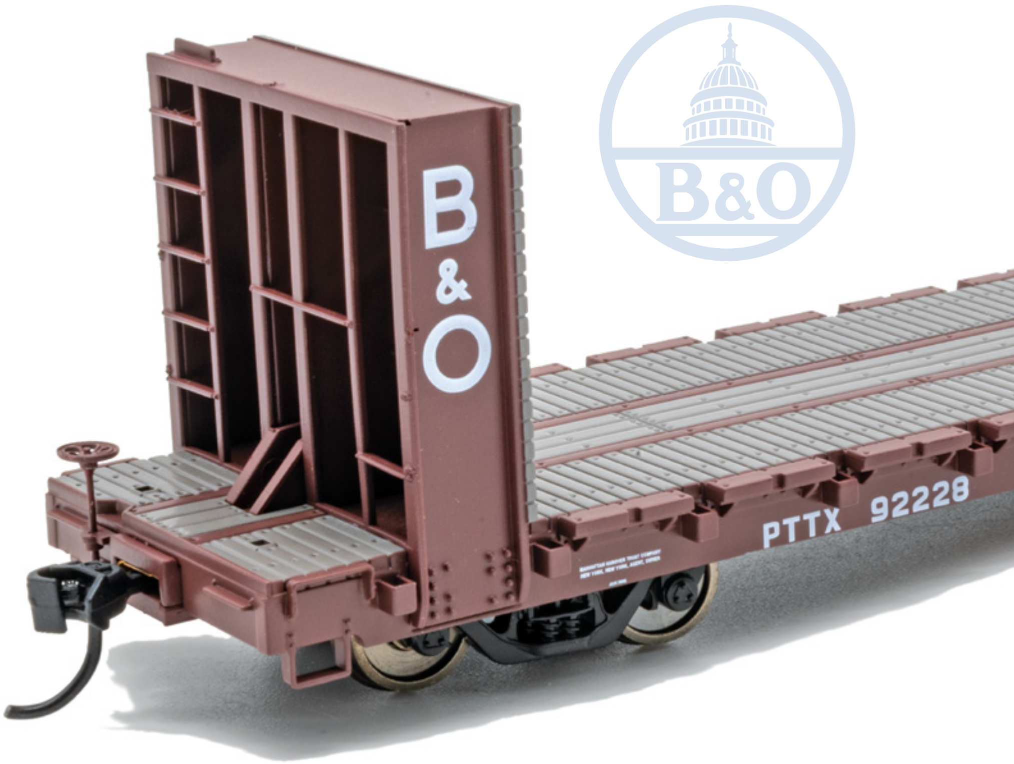
**Trailer Train PTTX 92336**
**910-5824, MSRP: $29.98**

**Wm. K. Walthers**
walthers.com

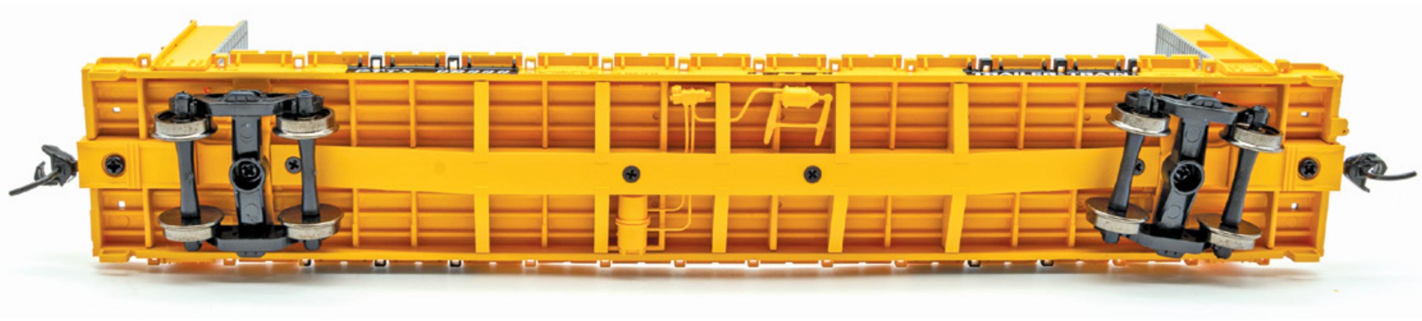
Walthers' HO-scale bulkhead flatcar is a recent addition to the company's Mainline series. These examples are from the 2022 release and another production is due soon. The manufacturer states it based its HO reproduction on a Pullman-Standard 60-foot flatcar with bulkhead extensions added to the deck in the late 1960s. This is a 70-ton freight car and this model includes 33-inch metal wheels mounted in plastic roller bearing truck sideframes. The body-mounted couplers are Walthers' Proto MAX metal examples. Both the trucks and couplers are secured by screws to the underside of the car. This is a good-looking bulkhead flatcar given its mostly molded-on tooling design. The bulkheads (standing 8 feet, 6 inches) are the most detailed region of the release and include separate panels on the interior facing replicating the flatcar deck appearance. The exterior side of the bulkhead sections includes separate and finely molded ladders and other details. The outer edges of the flatcar deck include open pockets ready for tie-down cabling, if you create a load requiring this type of security. The assembled bulkhead with no load weighs 3.1 ounces. The distance between the bulkheads provides for 48 scale feet that can house a variety of loads. Walthers promotes its Chooch cast-resin pulpwood load (214-7264, MSRP: $14.98) as an option and there

**Below:** This fully assembled freight car model appears more intricate than it actually is, thanks to fine deck detail and use of multiple paint colors. The finish on the review samples was very good. If a modeler wanted to take this bulkhead flatcar to the next level, the molded-on grab irons could be shaved and replaced with wire; coupler cut lever and hoses would add more realism too.

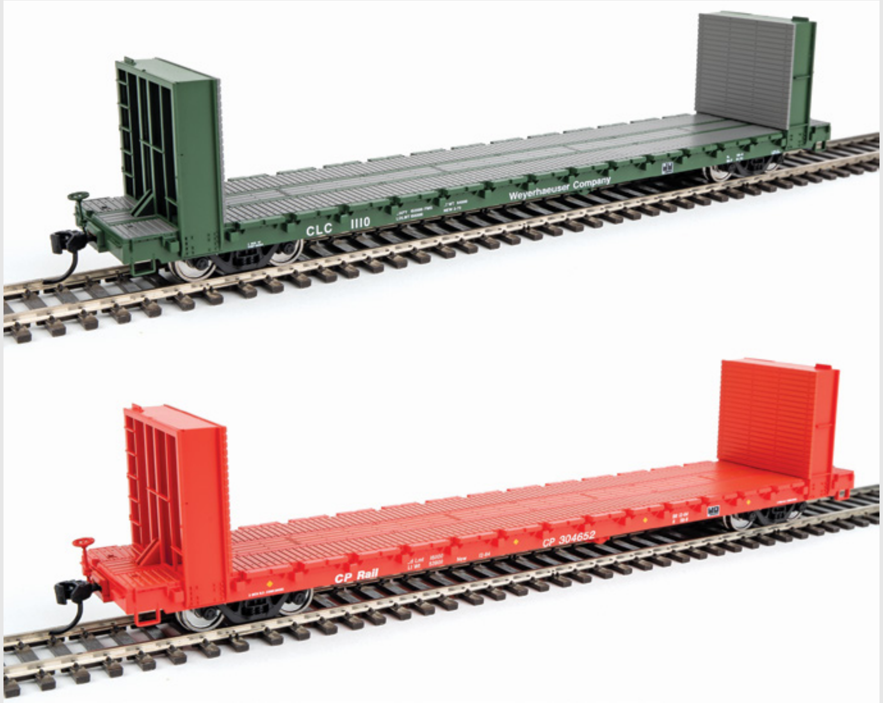
is a recently released Walthers Scene-Master pipe load (reviewed on pages 80-81) that is easy to build and fits this freight car. The coupler height checked out okay when mated to a Kadee (kadee.com) Coupler Height Gauge. The car performed fine with no issues (I ran it empty and with an assembled pipe load) and all wheels passed inspection for being in gauge. This is another solid entry in this mid-level series of Walthers Mainline offerings. Multiple road numbers are available for this production and the second run. With roots in the 1960s, yet possessing a contemporary look, this freight car will be at home in a range of eras. MRN



**Below and Right:** This 60-foot freight car model includes a center spine with metal sections running on its underside, body-mounted metal knuckle couplers, and 36-inch metal wheels. The bulkheads and flatcar sides and deck are plastic pieces.



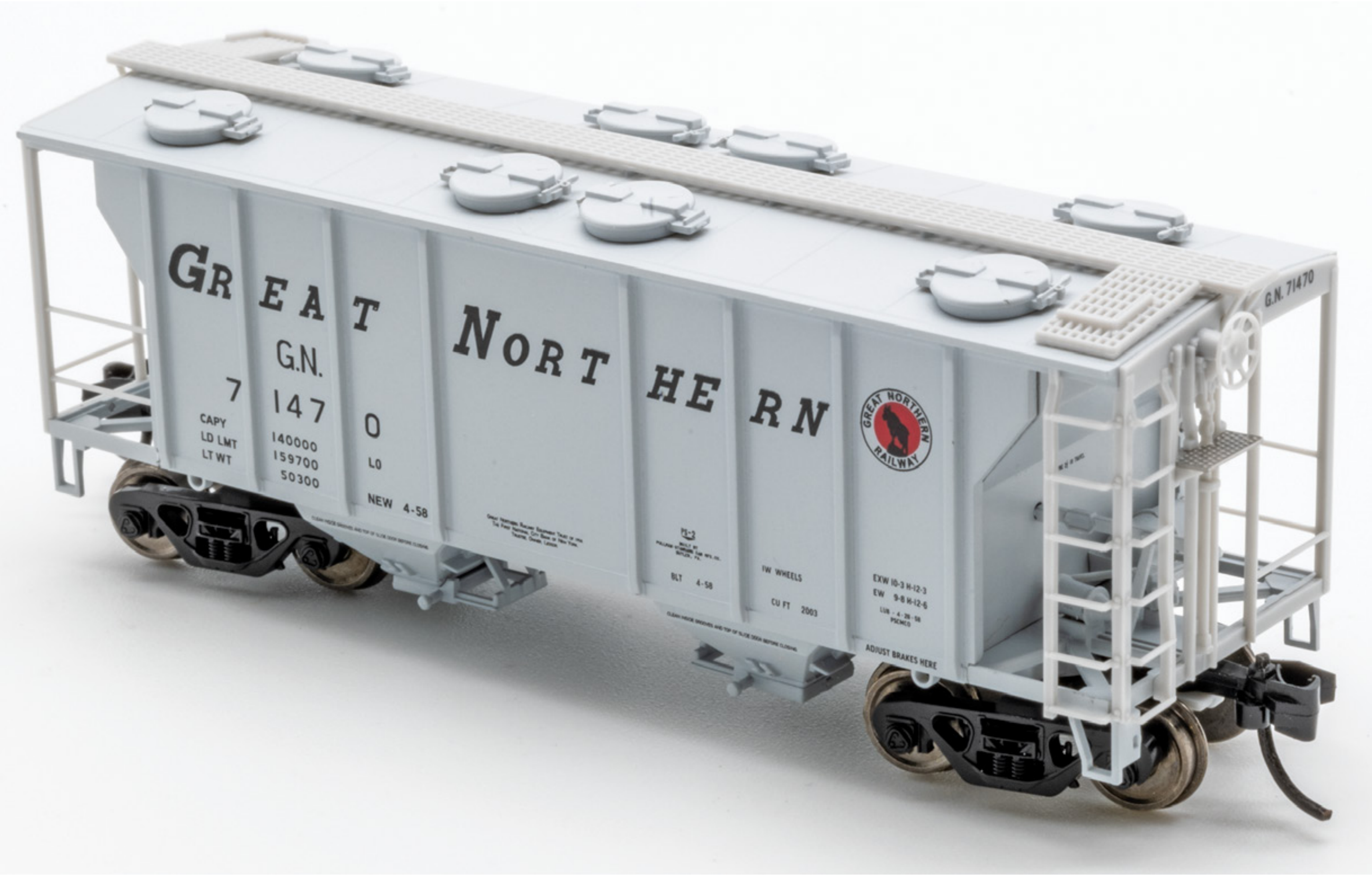
## Next Release Available Now



Walthers has another production of its HO-scale Mainline Pullman-Standard 60-foot bulkhead flatcar models available. The road names in this collection include BNSF (Mineral Red with white lettering), Burlington Northern (Cascade Green with white lettering), Canadian National (brown with white lettering), Canadian Pacific (Action Red with white CP Rail lettering), Trailer Train (late 1960s brown and newer yellow with TTX lettering), and Weyerhauser (green with white lettering). Four road numbers (MSRP: $34.98 each) will be available for each of these fully assembled HO freight car reproductions.

# Classic Covered Hopper

## Micro-Trains Lines' all-new PS-2 two-bay



**Above:** This is a next generation level effort by Micro-Trains with excellent 33-inch metal wheels, body-mounted knuckle couplers in narrow-design draft gear, and inclusion of end details (coupler cut lever and hoses). The cut lever fits into the opening on the side of the stirrup step. The decoration is razor-sharp with lettering present on the ends and bays.

**Review by Justin Sobeck**
**Model Photos by Tony Cook**

**Micro-Trains Line N-scale**
**Pullman-Standard PS-2,**
**2,003-cubic-foot**
**two-bay covered hopper**

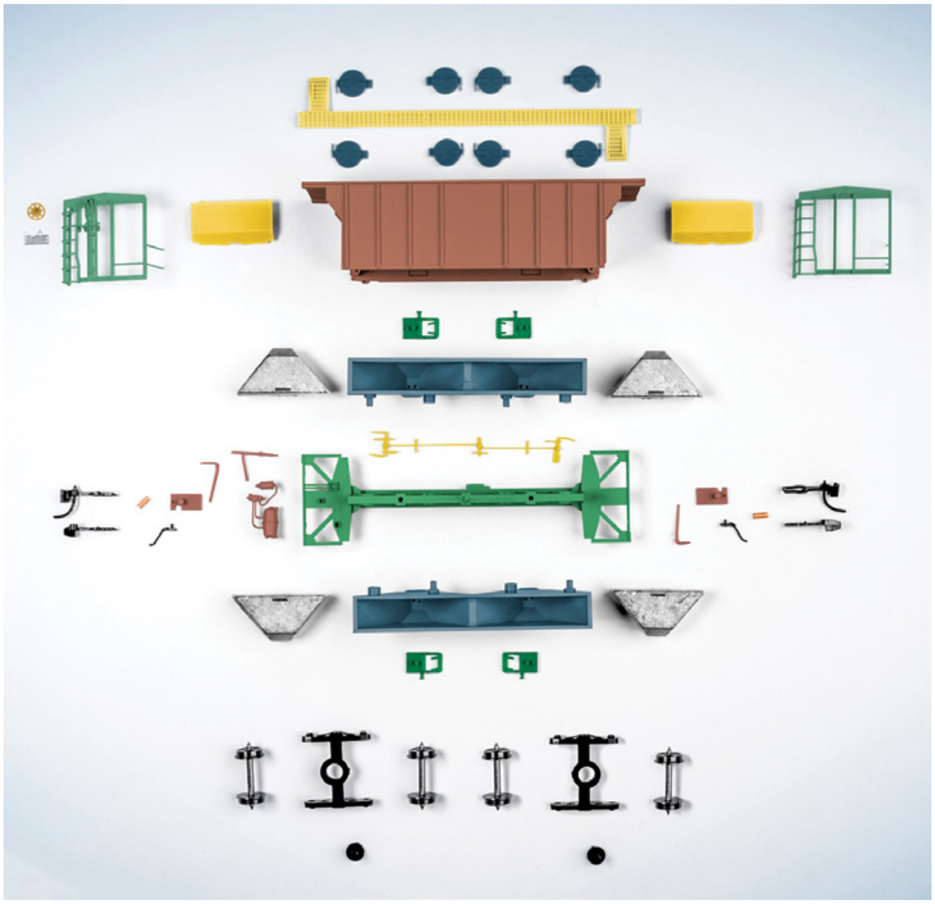
**Great Northern 71470**
**095 00 011, MSRP: $45.95**

**Micro-Trains Lines**
micro-trains.com

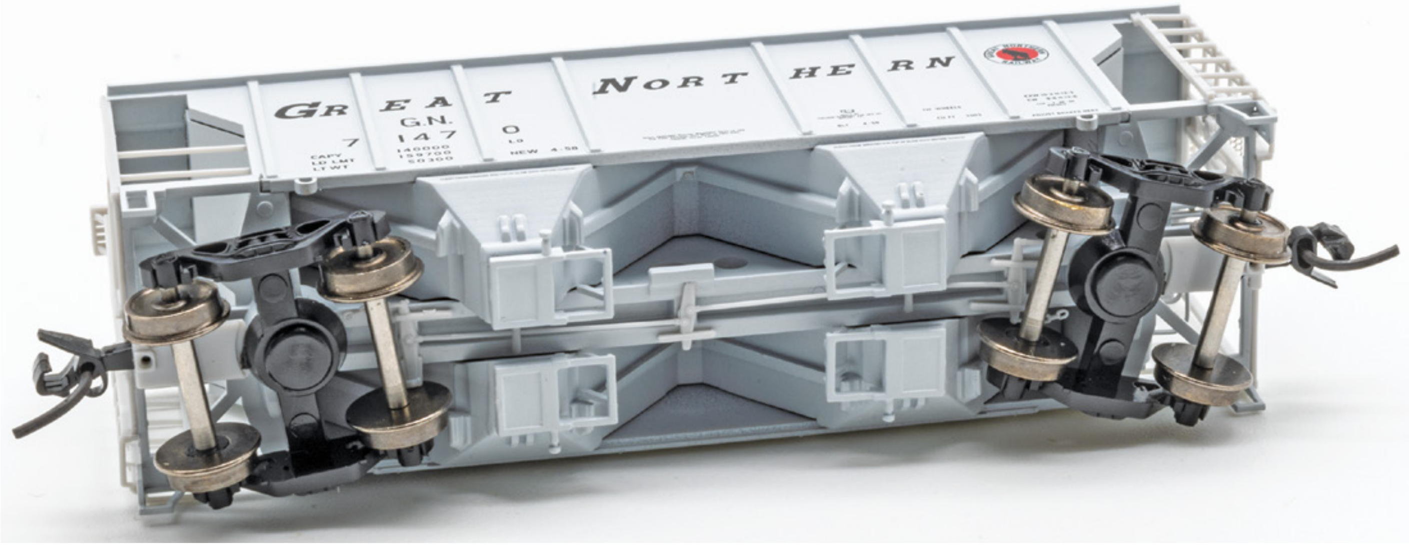
Micro-Trains Line (MTL) has been teasing this newly tooled Pullman-Standard (PS-2) two-bay hopper car model for a while now. I'm happy to report it is here, and it was worth the wait. Designed by the famous rail car builder in the mid-1950s, this hopper was ideal for dense bulk commodities that needed easier loading and unloading than was possible through a boxcar door. With its 2,003-cubic-foot-capacity and weight limit of 70 tons, this PS-2 freight car had company in a larger three-bay variety and other two-bay cars from competing builder American Car & Foundry, and others.

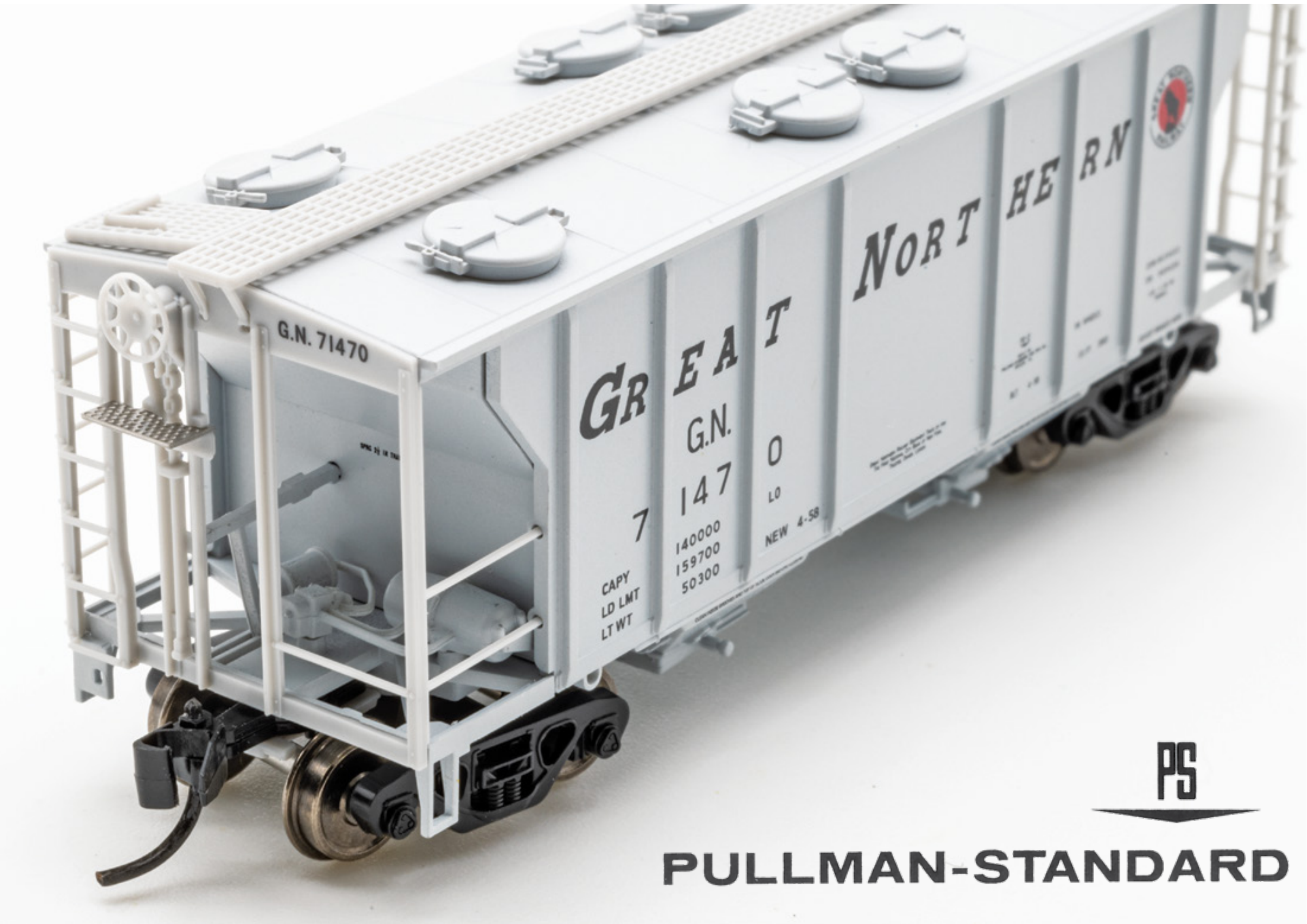
Great Northern (GN) 71470 was built in Butler, Pa., in April 1958 as part of an order of 100 two-bay covered hoppers from Pullman-Standard. These hoppers were delivered on American Steel Foundry's (ASF) "Ride Control" trucks, designed for use with then-new all-purpose roller bearings — no plain journals here. Thoroughly modern cars that embodied the latest in industry technology (all-welded construction, improved draft gear, and new trucks), they were utilized to provide the best service possible to shippers along GN's route and beyond. A wide variety of commodities could have been handled through the eight round roof hatches and four discharge chutes — although based on the car's gray color and cubic capacity, it was likely an aggregate material.

Micro-Trains did its homework on this project — just look at the exploded view (shown on the right) of all the components. Featuring body-mounted couplers with a narrow draft pocket and the manufacturer's all-new fine-profile 33-inch metal wheels, this release raises the bar on the company's capabilities and is on par with MTL's recent National Steel Car 60-foot high-cube boxcar model. It's also worth noting that the ASF 70-ton Ride Control truck is newly tooled, and I look forward to this truck being utilized elsewhere on MTL's transition era rolling stock. Included for the modeler to install are a pair of end hoses and coupler cut levers, molded in the same color as the body. The air brake details inside the B-end cage of the car are finely rendered, as are both end cages. The handbrake wheel and the associated rigging located in the center sill of the car. While the roof hatches don't open, the roofwalk features see-through grating, and the handbrake ledge is an etched-metal section that resembles the galvanized look of the prototype.



**Right and Below:** The model weighs 0.6 ounces and coupler height measured well within desired tolerance level. All wheels were in gauge on these newly created 33-inch examples possessing finer or more narrow tread. The new plastic ASF 70-ton roller truck sideframes and the metal wheels not only look tremendous, they make for a wonderfully performing miniature. Included with this offering, Micro-Trains provides end details (shown on the right), which include hoses (black sprues) and coupler cut levers (gray sprues).





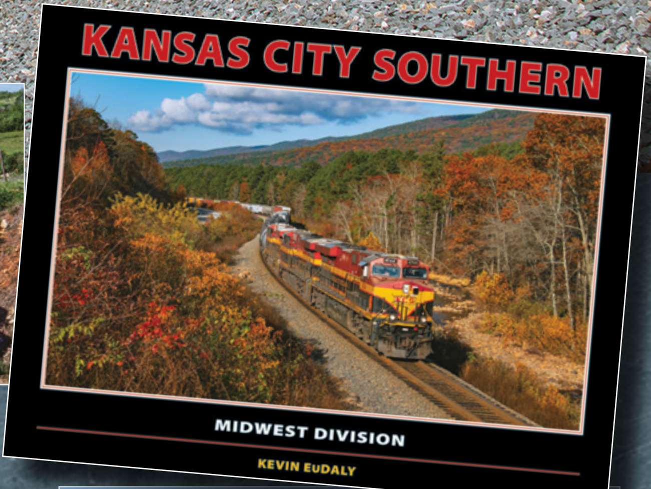
**Above:** An immensely popular and common prototype that arrived at the very end of steam and served from the early diesel era into contemporary times, Micro-Trains' new N-scale PS-2 covered hopper car is an excellent rendering of this two-bay freight car and an addition to the hobby company's line that continues its tradition of quality and innovation in model railroading.

Paint application and graphics are stellar — as expected from Micro-Trains. The gray of the body is opaque and has a matte appearance, and the black lettering is crisp and legible under magnification (or with really good eyes). The GN herald featuring "Rocky the Goat" has the only color (outside of gray) on the car — red on a white background with black graphics. Coupler height was fine out of the box, as was the weight at 0.6 ounces — and the car rolls as freely as any other MTL release. I understand that some N scalers are not exactly fond of metal wheelsets and body-mounted couplers, but they are two attributes that are very high up on my list, and I anxiously await future releases of this car from Micro-Trains. The insert label mentions that this car was in service up to the 2000s in maintenance-of-way use; perhaps MTL will adapt the roof and outlets for use in ballast service. The higher asking price of this release reflects the care and process necessary to develop and bring to market a fine example of a popular hopper car, and one that is also produced domestically and on an ongoing basis. Micro-Trains has set the bar in N-scale rolling stock for the last several decades, and now they have raised it yet again! MRN

## Next Release Available Now

**Above:** Western Pacific 11301 (095 00 021) is Micro-Trains' second road name for its Pullman-Standard PS-2 two-bay covered hopper model. This is the third release for this new N-scale freight car, with Great Northern 71477 (095 00 012) quickly following the GN covered hopper release reviewed. All of these N-scale covered hopper models carry a $45.95 suggested retail price and come assembled with metal wheels, and user intalled coupler cut lever and hose details.

# Kansas City Southern MIDWEST DIVISION



KANSAS CITY SOUTHERN

MIDWEST DIVISION

KEVIN EUDALY

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Preserving the history of railroads that served the anthracite coal mining region of eastern Pennsylvania, and also owns and maintains an A-B-A set of Lackawanna-painted F3s. Members enjoy ***Flags, Diamonds & Statues*** three times a year, the ***Anthracite Extra*** newsletter occasionally, an annual meet, and online digital library.

U.S. membership: $30/year
P.O. Box 519, Lansdale, PA 19446
www.anthraciterailroads.org

## ATLANTIC COAST LINE & SEABOARD AIR LINE RAILROADS HISTORICAL SOCIETY

Dedicated to the history of Atlantic Coast Line, Seaboard Air Line, Seaboard Coast Line, and their predecessors. Members enjoy ***Lines South*** four times a year, an annual convention, photo and data archiving, products for historians and modelers, and a yearly calendar for sale.

U.S. membership: $42/year
P.O. Box 490563, Leesburg, FL 34749
www.aclsal.org
f /groups/AclSalHistoricalSociety

## BALTIMORE & OHIO RAILROAD HISTORICAL SOCIETY

Explore the history of America's First Railroad. All members receive ***The Sentinel*** four times a year. The society maintains an extensive archive of prototype information, company documents, and a library. Two mini-conventions are held each year, as well as an annual meeting.

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www.borhs.org
f @BORRHS

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Devoted to the history of Boston & Maine, Maine Central, and associated railroads. Members enjoy ***B&M Bulletin*** three times a year, a bi-monthly print newsletter, calendar, archive, monthly meetings, and cosmetically preserving a B&M 0-6-0 switcher locomotive and combine.

U.S. membership: $40/year
P.O. Box 9116, Lowell, MA 01853
www.bmrrhs.org
f @BMRRHS

## FRIENDS OF THE BURLINGTON NORTHERN RAILROAD

Preserving the history of Burlington Northern Railroad and its successors, as well as the Montana Rail Link. Members enjoy ***The BN Expediter*** four times a year, an annual convention, photo/data archives, and discounts on calendars and other publications from the FOBNR Store.

U.S. membership: $25/year
P.O. Box 271, West Bend, WI 53095
www.fobnr.org
f @fobnr

## BURLINGTON ROUTE HISTORICAL SOCIETY

Sharing an interest in Chicago, Burlington & Quincy Railroad; its subsidiaries, Colorado & Southern and Fort Worth & Denver; and their predecessors. Members enjoy the ***Zephyr*** newsletter, the ***Burlington Bulletin*** magazine,a yearly calendar, spring and fall meets, and an archive.

U.S. membership: $40/year
P.O. Box 456, La Grange, IL 60525
www.burlingtonroute.org
f @BurlingtonRouteHS

## CANADIAN NATIONAL RAILWAYS HISTORICAL ASSOCIATION

Documenting the Canadian National family of railways and promoting their accurate modeling. Basic membership includes 52-page ***CN LINES*** twice yearly for two years. CNRHA also publishes hardcover books on all constituent parts of the CN system in Canada and the U.S.

U.S. membership $32/two years
Canadian membership $28/two years
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f @CNRHA

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Preserving the history of Central Vermont Railway, its predecessors, successors, and associated companies. Members enjoy ***The Ambassador*** four times a year, and an annual convention held in a community formerly served by the railroad.

U.S. membership $35/year
11 Hancock Rd., Hingham, MA 02043
www.cvrhs.com
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U.S. membership: $30/year
702 Hawthorne Dr., Marshall, IL 62471
www.ceihs.org

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www.cnwhs.org
f @cnwhs

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U.S. membership: $25/year
1700 Port Road, Pine Bluff, AR 71601
www.arkansasrailroadmuseum.org
f @ArkansasRailroadMuseum

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U.S. membership: $40/year
www.dlwrrhs.org
f @DLWRRHS

## DENVER, SOUTH PARK & PACIFIC HISTORICAL SOCIETY

The society is preserving the history of the narrow gauge lines of the Colorado & Southern Railway. Currently, their signature project is the restoration of the railroad facilities in Como, Colo., and members receive ***The Bogies and the Loop*** society magazine four times a year.

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P.O. Box 371373, Denver, CO 80237
www.dspphs.org

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After an eight-year hiatus, the EBT is running again, with steam pending—come join the fun! Visit our museum in Robertsdale. FEBT restores structures, curates a historical collection, holds area events, and publishes the ***Timber Transfer*** quarterly, and ***Newsletter*** monthly. Our store provides members a 15% discount.

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www.febt.org www.eastbroadtop.com
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P.O. Box 431, Avoca, NY 14809
www.erielackhs.org

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Preserves the history and heritage of the Great Northern Railway. Members receive "***The Goat***," quarterly including reference sheets, modelers pages, a yearly calendar, and annual conventions. Members are also entitled to a discount in the GNHRS online store.

U.S. membership: $30/year
P.O. Box 251154, Woodbury, MN 55125
www.gnhrs.org
f @GNRHS

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U.S. membership: $30/year
P.O. Box 382303, Germantown, TN 38183
www.gmohs.org

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U.S. membership: $25/year
264 Victoria Ave., Decatur, IL 62522
www.illinoistractionsociety.org

## KANSAS CITY SOUTHERN HISTORICAL SOCIETY

Formed in 1981 to preserve and disseminate history and current events of the Kansas City Southern, and its predecessors. Activities include an annual convention, monthly newsletter, ***The Crow***, and a bi-annual journal, ***The Belle***, with photos, articles, member stories, and a yearly calendar.

U.S. membership: $30/year
www.kcshs.org

*Not affiliated with the Kansas City Southern Railway Company.*

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22016 Senna Hills Dr., Garden Ridge, TX 78266
www.katyrailroad.org
f /groups/Katy Railroad Historical Society

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www.lshra.org
f @lshra

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U.S. membership: $35/year
www.lnrr.org
f @LNrailroad

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445 Richardson Rd., York, PA 17408
www.maparailroadhist.org

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U.S. membership: $40/year
P.O. Box 307, Antioch, IL 60002
www.mrha.com
f /groups/MilwaukeeRoadHistoricalAssociation

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Formed to preserve the history of the Duluth, Missabe & Iron Range Railway, and its predecessors, Duluth & Iron Range and Duluth, Missabe & Northern. Members enjoy ***Ore Extra*** four times a year, social gatherings, an annual convention, photo and data archiving, and more.

U.S. membership: $35/year
506 W. Michigan St., Duluth, MN 55802
www.missabe.com
f @MissabeRailroad

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Preserving the history of Missouri Pacific Railroad and its subsidiaries. Members enjoy ***The Eagle*** four times a year, an annual convention, photo and data archiving in St. Louis and at the Museum of Transportation, an online company store, and a color calendar.

U.S. membership: $40/year
87 Grasso Plaza Shp. Ctr., #247, St. Louis, MO 63123
www.mopac.org
f @MoPacHistorical

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U.S. membership: $50/year
206 S. College Ave., Salem, IN 47167
www.monon.org

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Advancing the scale model railroading community through education, advocacy, standards, and social interaction. Members enjoy ***NMRA Magazine*** and ***NMRA Bulletin*** 12 times a year, regional and national conventions, photo and data archiving, and members-only web content.

U.S. membership: $75/year
P.O. Box 1328, Soddy Daisy, TN 37384
www.nmra.org
f @NMRA.org

## NATIONAL RAILWAY HISTORICAL SOCIETY

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U.S. membership: $50/year
505 S. Lenola Rd., Ste. 226, Moorestown, NJ 08057
www.nrhs.com
f @RailPreservation

# RAILROAD HISTORICAL SOCIETY DIRECTORY

To add your listing to the directory, please contact Mike Lindsay at mlindsay@whiteriverproductions.com

### NEW HAVEN RAILROAD HISTORICAL & TECHNICAL ASSOCIATION

Members enjoy **Shoreliner** four times a year, which includes color and b&w photography and historical narrative about New Haven Railroad history, equipment, and operations. ***The Speedwitch***, containing modeling articles and news, is published as material becomes available.

U.S. membership: $40/year
P.O. Box 289, Accord, MA 02018
www.nhrhta.org
f @NHRHTA

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U.S. membership: $44/year
P.O. Box 130, Gates Mills, OH 44040
www.NYCSHS.org www.NYCSHS.net
f @NYCSHS

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Preserving the history and heritage of Nickel Plate Road (NKP). Members enjoy ***NKP Magazine*** four times a year, electronic publications, a yearly calendar, an annual convention, and more. Society-produced NKP products are available for purchase at the company store.

U.S. membership: $40/year
P.O. Box 583, Ansonia, OH 45503
www.nkphts.org
f @nkphts

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Preserving the history of Norfolk & Western, Virginian, and related railroads. Members enjoy ***The Arrow*** four times a year, an archive of roughly 200,000 cataloged items with many more in process, and access to a wide variety of model products, books, and other material.

U.S. membership: $50/year
P.O. Box 13908, Roanoke, VA 24038
www.nwhs.org
f @NWHS

### NORTHERN PACIFIC RAILWAY HISTORICAL ASSOCIATION

Dedicated to preserving the history of the Northern Pacific Railway, NPRHA members enjoy an annual convention, ***The Mainstreeter*** four times a year, a 13-photo yearly calendar, photo and document archives, and numerous products for modelers and historians through the NPRHA online store.

U.S. membership: $35/year
P.O. Box 2937, Kirkland, WA 98083
www.nprha.org

### PENN CENTRAL RAILROAD HISTORICAL SOCIETY

Formed to preserve the history and heritage of the Penn Central Transportation Company. Activities include social gatherings and an annual convention, photo and data archiving, and more. Members receive ***Post*** three times a year.

U.S. membership: $35/year
P.O. Box 43, Flagtown, NJ 08821
www.pcrrhs.org
f @PCRRHS

### THE PENNSYLVANIA RAILROAD TECHNICAL & HISTORICAL SOCIETY

Organized to further scholarly learning and interest in the Pennsylvania Railroad (PRR) and its predecessor companies. Members enjoy ***The Keystone*** four times a year; a free online modeling magazine, ***The Keystone Modeler***; local chapters; and an annual meeting. Archives are housed at our ex-PRR station in Lewistown, Pa.

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P.O. Box 640515, Pittsburgh, PA 15264-0515
www.prrths.org

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U.S. membership $40/year
www.rlhs.org
f @RLHSOfficial

### RICHMOND, FREDERICKSBURG & POTOMAC RAILROAD HISTORICAL SOCIETY

Established in 2005 to preserve the history of the Richmond, Fredericksburg and Potomac Railroad. Printing four 16-page issues of the Society's publication ***Linking North and South*** each year and holding quarterly meetings.

U.S. membership $20, $30, $100/year
Dept. A
P.O. Box 9097
Fredericksburg, VA 22403-9097
www.rfandp.org

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U.S. membership: Individual, $45/year
P.O. Box 15143, Reading, PA 19612
www.readingrailroad.org/museum

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1205 S. Air Depot # 101
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U.S. membership: $35/year
2124 N. Locust St., Appleton, WI 54914
www.sooline.org

### SOUTHERN PACIFIC HISTORICAL & TECHNICAL SOCIETY

SPH&TS is organized for the purpose of collecting, organizing, preserving, and sharing all information and material related to the Southern Pacific and all subsidiaries. We publish ***TRAINLINE*** 4 times a year, and have an annual convention each year somewhere on the route of the "Friendly" Southern Pacific.

U.S. membership: $45/year
1525 Howard Access Rd, Ste E, Upland, CA 91786
www.sphts.org

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U.S. membership: $35/year
P.O. Box 22941, Chattanooga, TN 37422
www.srha.net
f @Southern.Railway.Historical.Association

V&T

### VIRGINIA & TRUCKEE RAILROAD HISTORICAL SOCIETY

Dedicated to the research and dissemination of V&T history. Members enjoy ***V&T Telegraph*** four times a year with articles, rare photos, and fine scale drawings; an annual conference; and access to more than a dozen society-produced publications available for purchase through the website.

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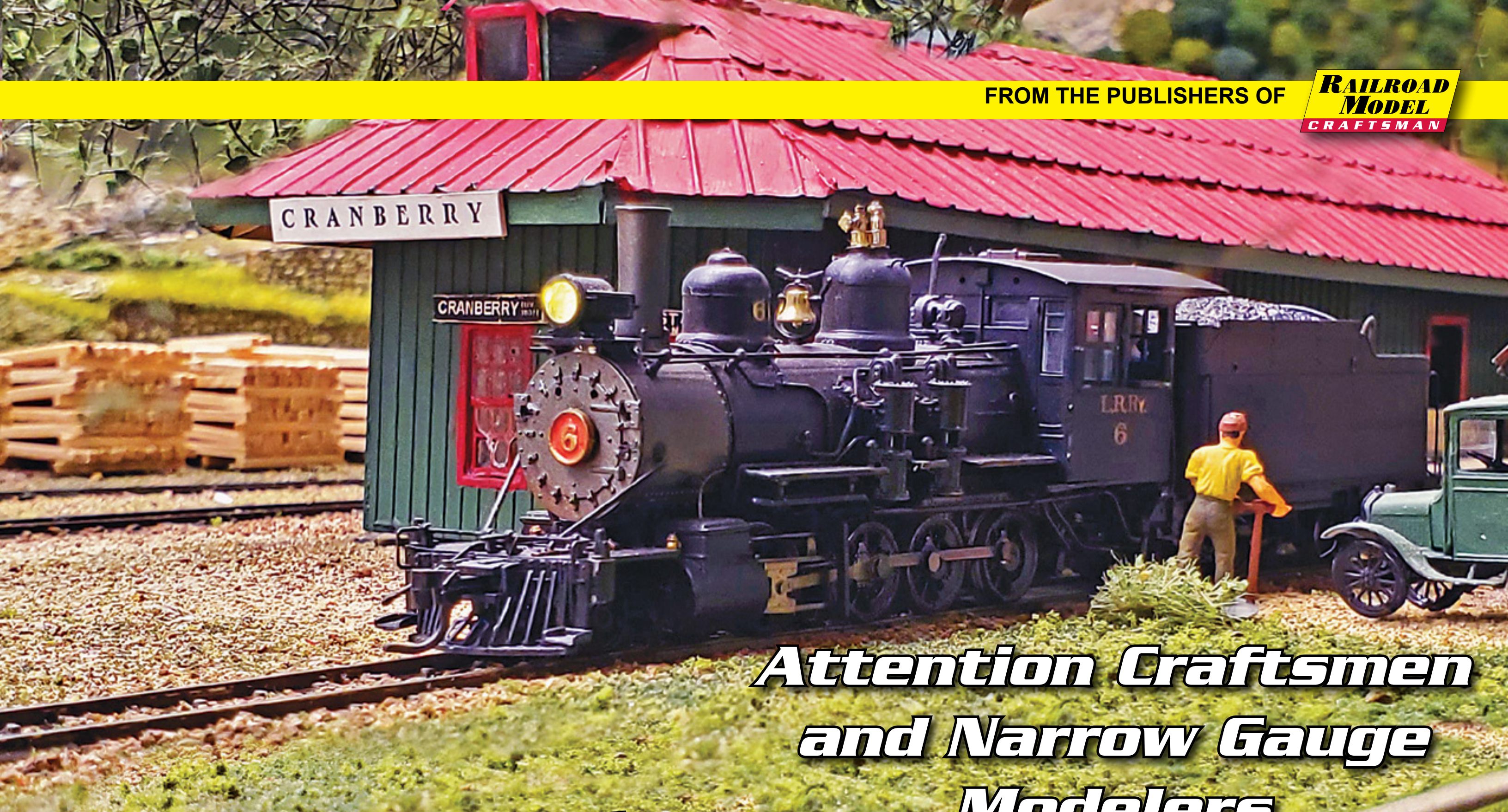
www.vtr

FROM THE PUBLISHERS OF RAILROAD MODEL CRAFTSMAN


CRANBERRY
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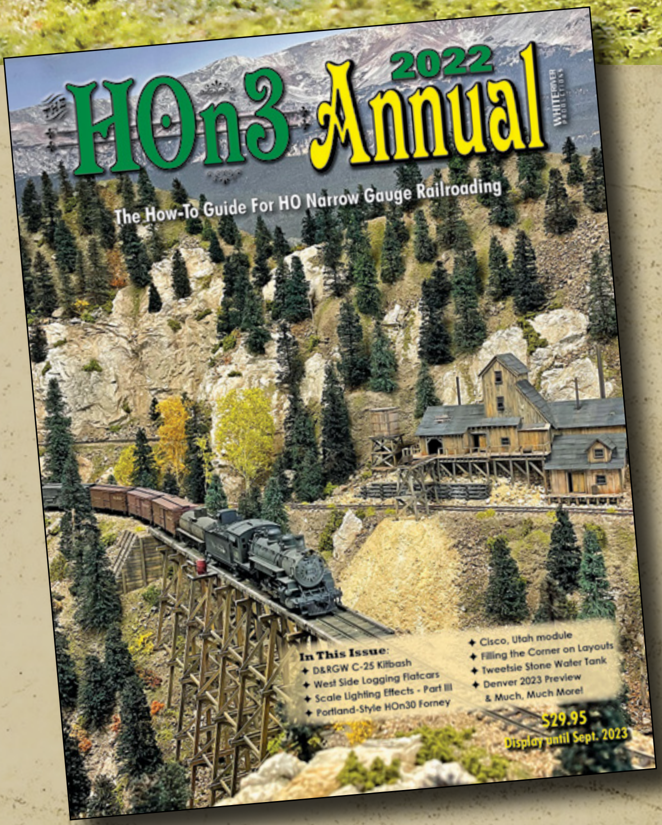
6

Attention Craftsmen and Narrow Gauge Modelers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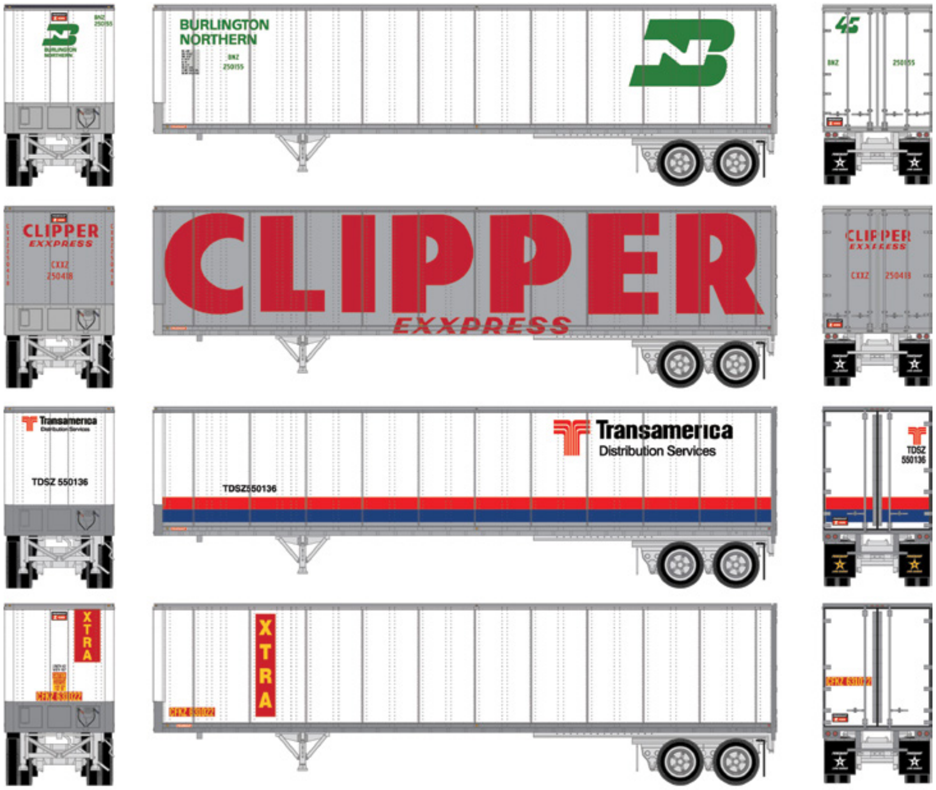
# Fruehauf Z-van trailer comes to N scale from Athearn with returning release in HO

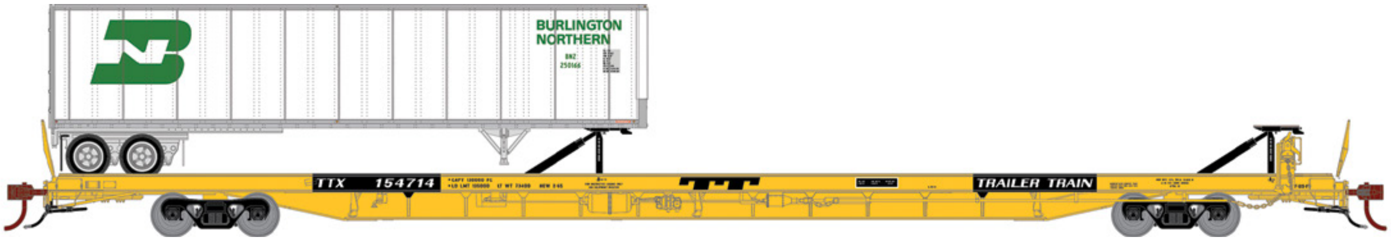
**HO & N** — Athearn announces a newly tooled Fruehauf Z-van trailer for the hobby company's collection of N-scale intermodal offerings. This 45-foot trailer (previously available from Athearn in HO) will return in 2024 in both HO and N with four road names: Burlington Northern, Clipper, Transamerica, and Xtra Lease (each will come with two road numbers in the release). The four road names cover eras from the 1970s to 1990s.

Details on this trailer will include separate landing gear crank and mud flaps, as well as positionable bogies. Athearn states two body styles (smooth-side and rib-side) and two door styles (two- and four-latch) will be created for this offering. The all-new N-scale trailer model carries a $31.99 suggested retail price. The returning HO version lists for $39.99. Trailer models in both scales are due to arrive at the beginning of 2024 (along with set releases for Athearn's F89-F TOFC flatcar with this Z-van trailer in HO and N).

Athearn Trains, athearn.com



**Above and Below:** This 45-foot Z-van trailer will do double duty in early 2024; in addition to individual offerings, Athearn will produce trailer on flatcar sets (Burlington Northern trailer and yellow Trailer Train F89-F flatcar shown below). These pairings of Z-vans and F89-Fs will come in HO and N (the N-scale edition is promoted as coming with upgraded newly tooled details, see page 25 for more).



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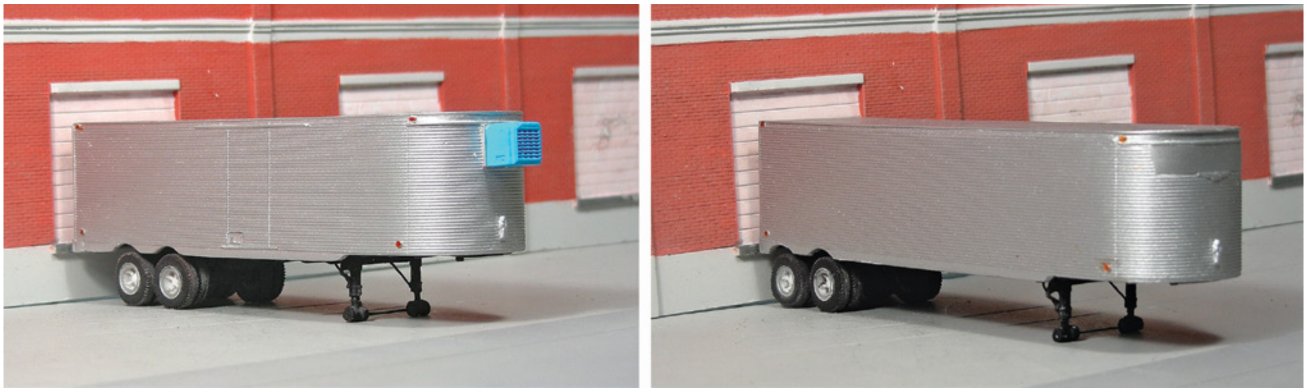
# Sylvan Scale Models introduces East and West version 1950s trailer kits in HO



**HO** — Sylvan Scale Models expands its catalog of HO vehicle-related kits with a series of Fruehauf trailers. The models are based on Fruehauf's stainless-steel design introduced in 1940 and modernized in 1951 (Sylvan Scale Models offers its kits with the modernized appearance). These sleek trailers employed the same "shot weld" method Budd used to build rail passenger cars around the same time these highway trailers were constructed.

The trailers include side door and standard body, and Sylvan offers East and West versions. The company states trailers with axle bogies a bit forward from the rear were common in the Eastern U.S., while trailers with axles placed near the back of the frame were Western U.S. examples. In addition to the trailer body and axle placement options, Sylvan Scale Models offers an era-correct Thermo King refrigeration unit (shown in blue on the front of the Eastern-style trailer pictured above on the left).

Sylvan Scale Models offers a variety of trailers and tractor cabs for the intermodal-minded modeler to consider.

Sylvan Scale Models, sylvanscalemodels.com

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**Review N**

# Endless Intermodal Options

## from Jacksonville Terminal Company

**Review by Randall Pratt**
**Model Photos by Tyler Whitcomb**
**and Shane T. Mason**

**Jacksonville Terminal Co. N scale**

**20-foot standard-height container**
**electrical distribution unit**
**with corrugated sides two-pack**
**CAT**
**205702**

**40-foot standard-height container**
**with smooth sides two-pack**
**Nedlloyd**
**405315**

**40-foot standard-height container**
**with smooth sides two-pack**

**Dart**
**405668**

**Nissan**
**405660**

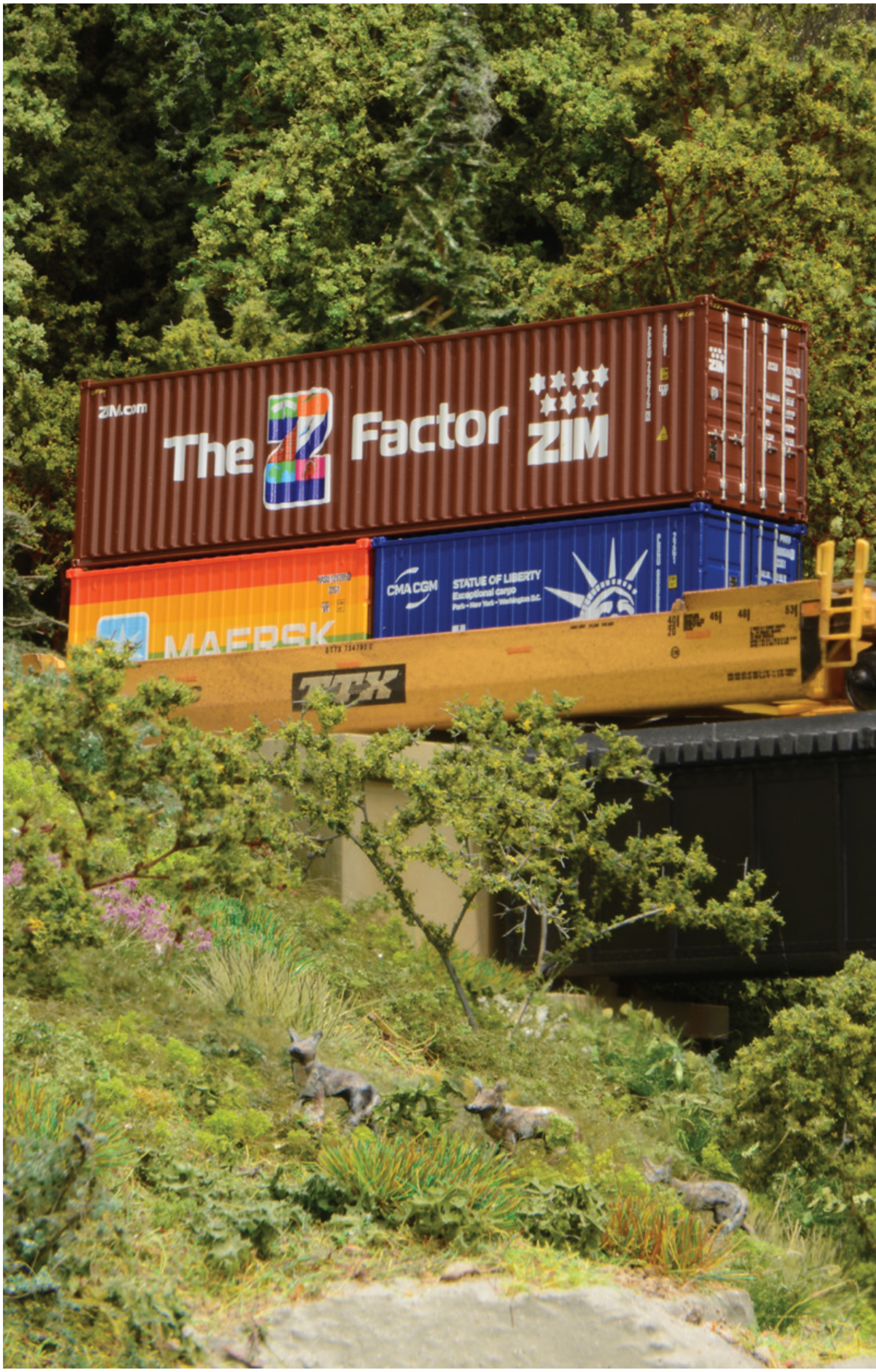
**SeaLand**
**405662**

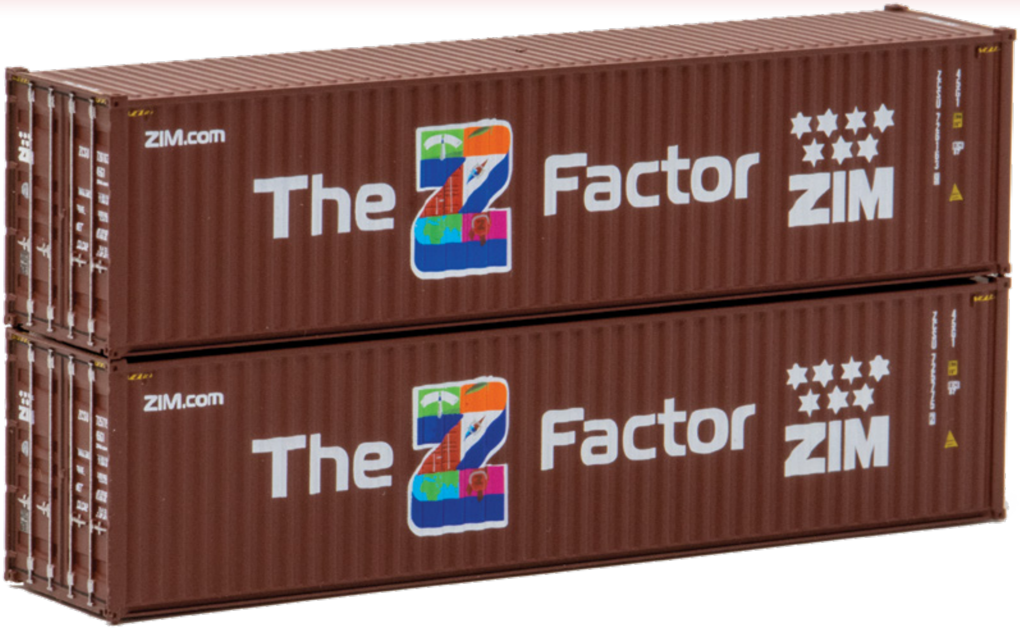
**40-foot high-cube container**
**with corrugated sides two-pack**
**The Z Factor**
**405181**

**53-foot high-cube container**
**with 8-55-8 corrugated sides two-pack**
**EMD (centered logo)**
**537026**

**Jacksonville Terminal Company**
jtcmodeltrains.com

For many years, N-scale modelers who wanted an intermodal train have had a limited selection of trailers and containers to choose from. Most of these early truck and trailer models I'm referencing were basic in construction and detail level, and they carried logos of companies popular from the mid- to late 20th century. Now 22 years into a new century, logos we see on trains going by have changed… the equipment has changed, and modelers of all ages have been pining for accurate models of the containers and names they are seeing trackside.





**Left:** Details Galore! A pack of wolves wanders through the woods under the tracks as Jacksonville Terminal Co. containers roll by in Kato well cars on Tyler Whitcomb's N-scale Tenino & Western Railroad. Check out the fantastic end details on those containers! Even minor details were not left out. Look closely at the end of the green container to see the white corner castings and the safety striping on the top edge of the box.

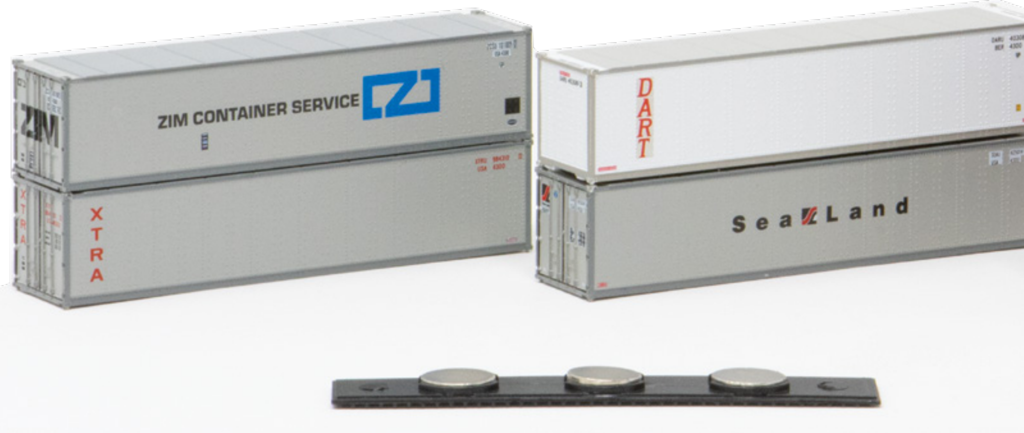
**Above and Below:** Here you see just how detailed these Jacksonville Terminal Co. containers are. Note the logo printing is crisp, and the end details are well proportioned and, importantly, add dimension to their appearance. The different roofs and other details match the prototypes for each container model. Check out those road numbers and safety stripes on the ends of the roof; these are "next level" containers.

Thanks to the work of Jackson Terminal Company (JTC), the availability of current, notable, and highly detailed shipping container models in N scale is massively improved. In this review, I'll briefly touch on containers typically seen on today's trains and take a look at Jackson Terminal Company offerings that make these consists come alive for N scale.

Double-stack trains are seen in several different flavors in North America. For modeling purposes, I find three basic categories that these types of trains generally fit: international, domestic freight, and domestic priority. International consists will typically have a mix of 40- and 20-foot containers riding in shorter 40- and 48-foot well cars. The containers will be painted for a mix of international shipping companies and customers, and some have distinctive special schemes. Some great examples of these are SeaLand, Maersk, Hapag-Lloyd, and Ocean Network Express (ONE). A train with domestic freight will be mostly 53-footers with a mix of containers owned by railroads, leasing companies, and domestic shipping companies…think EMP, Florida East Coast, UMAX, and HubGroup. A domestic priority train will be carrying things like mail, perishables, and other high-priority goods. It may also be a dedicated service for a single customer. Because of the specific customers, it is common to see these trains filled with blocks of containers from United Parcel Service, United States Postal Service, or Fedex, and dedicated carriers like Schneider, JB Hunt, and COFC.

Among its recent releases, Jacksonville Terminal Company has expanded its line of containers to cover a wide range of prototypes. From early era intermodal lines like Maersk, American President Lines (APL), and SeaLand, up to the most modern EMP, UMAX, ONE, and others, JTC containers can fill your ports, trucks, and well cars in a variety of eras. Not only does JTC offer the well-known names I listed, they also have a good selection of more generic containers to fill out a train. Shipping companies like DART, XTRA, and GVC tend to have less conspicuous paint schemes but are still a key part of filling out a good-looking container train.

It's no secret that modelers love to snag a model of a locomotive or car in a special or one-off paint scheme. JTC has answered the call with several special paint schemes. Included in *Model Railroad News*' samples for this review were a number of great schemes. Maersk's rainbow-color Pride scheme, holiday themes with Santa and his sleigh, and a 4th of July "Celebrate Freedom" livery are all available. But the fun doesn't stop there! Also available are several containers for other uses such as CAT generators, hazardous materials storage, and many military schemes.



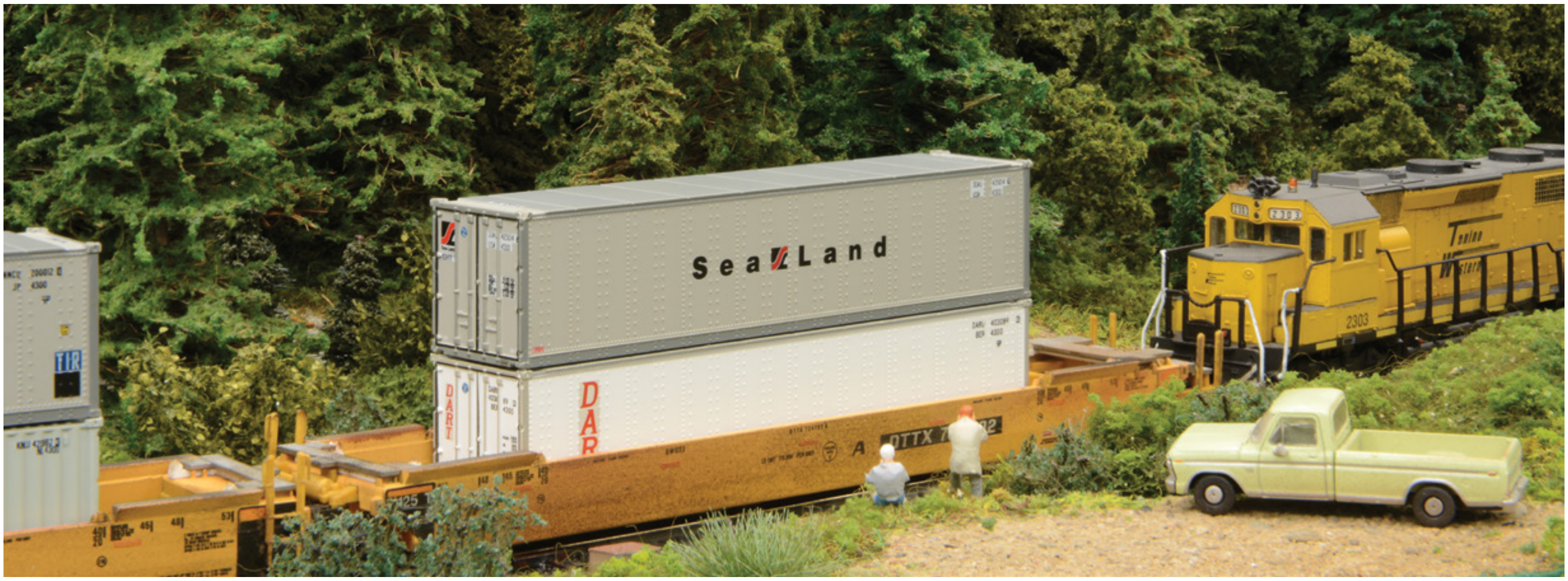
Not only is JTC producing the containers that modelers of modern era trains are looking for, but they are also producing them on a level that will impress any detail-oriented enthusiast. No detail seems overlooked by the company, with all sides of these containers made to match prototype. Generic waffle or smooth sides and a single door and roof style just won't do for many of today's modelers and JTC delivers! They have made more than 12 different body styles, each with details specific to the prototype modeled.

The sides of containers are typically one of the most seen parts of the model. JTC has not only excellently pad printed the large graphics on the models, but has also included many if not all of the other smaller details that make each container unique. Container reporting marks, dimensional data, capacities, and conspicuity/safety marks are all present and legible. Highly noticeable are prototype-specific details such as paint patches, faded paint, and even the finest details such as corner castings (take a look at the green EMP container) painted in a prototypical color so they can be more easily seen.

Three-dimensional details are not lacking. Hazard placards, logo boards, marking panels, vents, and attached signage are all present on these models. Great examples of these exterior features are seen on the 20-foot CAT generator containers, and the hazardous materials storage containers.

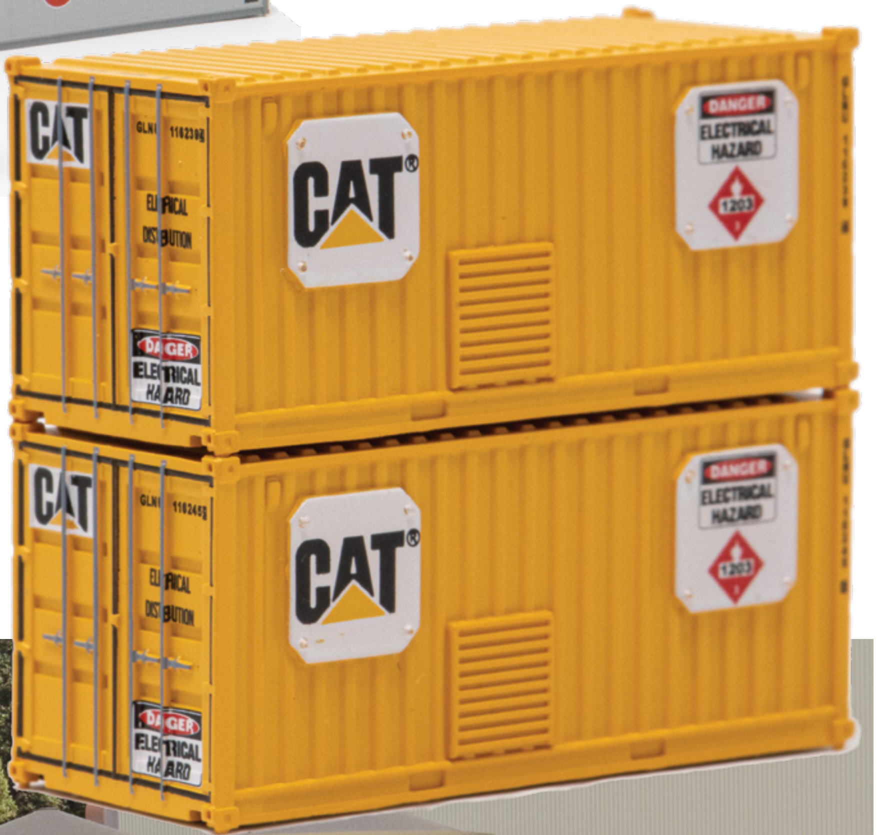
The ends of containers are also conspicuous to modelers and the camera. These are among the features that really make JTC's containers stand out from other offerings. The locking mechanisms and door patterns are all specific to the prototype and all parts that would be three

**Below:** A couple of railfan's are out to catch the rare run of intermodal equipment on the Tenino & Western. You can see the clearly recognizable, but not oversized rivet details on the sides of both containers. True to scale, these 40-foot containers fit nicely in Kato well cars and use the magnet attachment method to keep things stable and on the track.



**Above and Facing Page:** All JTC containers have both magnets and IBC pins to adapt to and connect with any other containers available in N scale. Here we get a peek at the three magnets attached to the inside of the floor of the container. You can also see how close the IBC pins let the containers sit in the row of stacked 40-footers... this is a huge improvement over older models.

**Below and Right:** Even enlarged several times, the details on Jacksonville Terminal Co.'s CAT 20-foot generator containers are clear and crisp. Below, two 20-foot Hazmat containers fit in perfectly at Cascade Pulp and Paper. In the foreground, the Mill Job crew goes about their switching duties.



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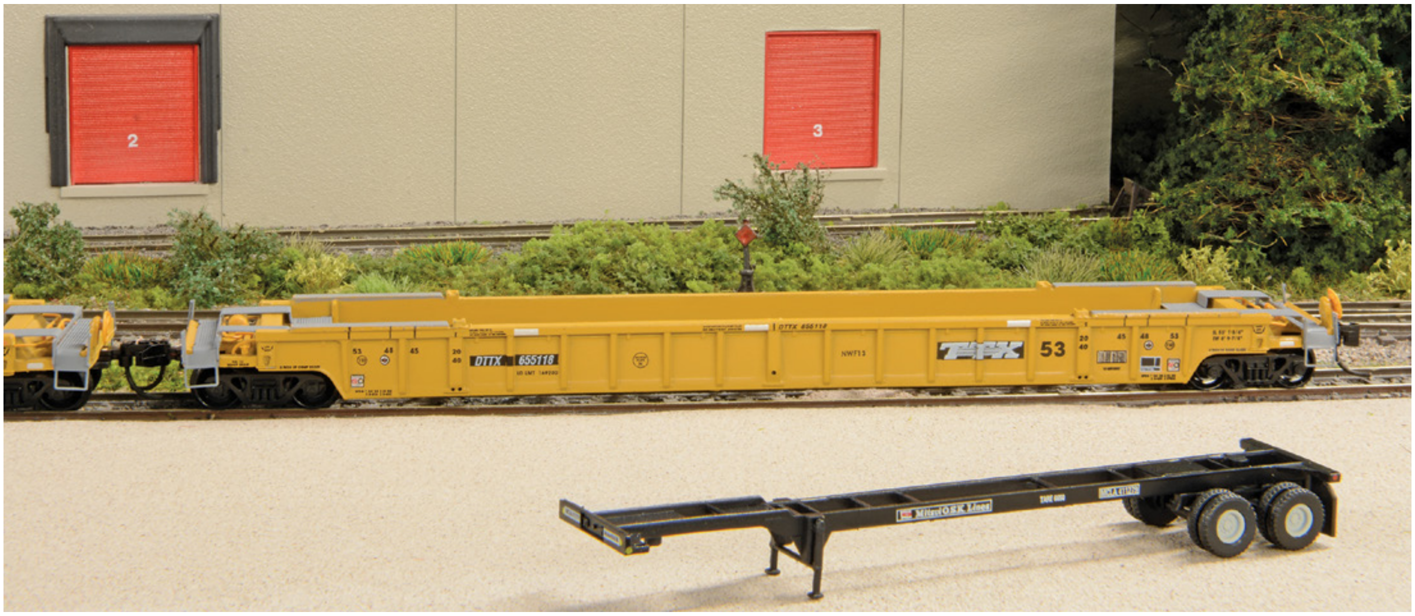


**Above:** Jacksonville Terminal Company's National Steel Car 53-foot well car replicates Trailer Train's Class NWF13 single-unit well car with 17-post side design. These assembled N-scale freight car models are sold in single units and two-packs. This model was part of a two-pack (772014) that retailed for $88.95. The black Mitsui model (142003) in the foreground is JTC's 40-foot container chassis with North American gooseneck design, which comes in assembled two-packs retailing for around $30.

**Preceding Pages:** Given how many different types and paint schemes are available from JTC, we N-scale modelers can make intermodal service of several different types come alive on our layouts. Out of the package, JTC containers are clean and the paint colors bright, perfectly ready for a layer of weathering.

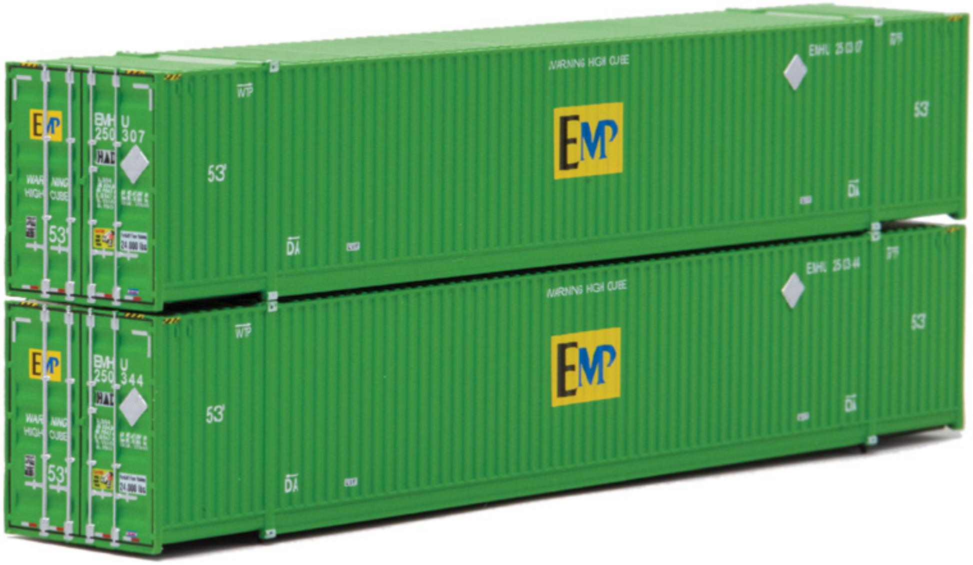
dimensional on the prototype are also three dimensional on these models. Included are details like weather sealing around doors, logos that are underneath the locking mechanisms, and the dense dimensional data.

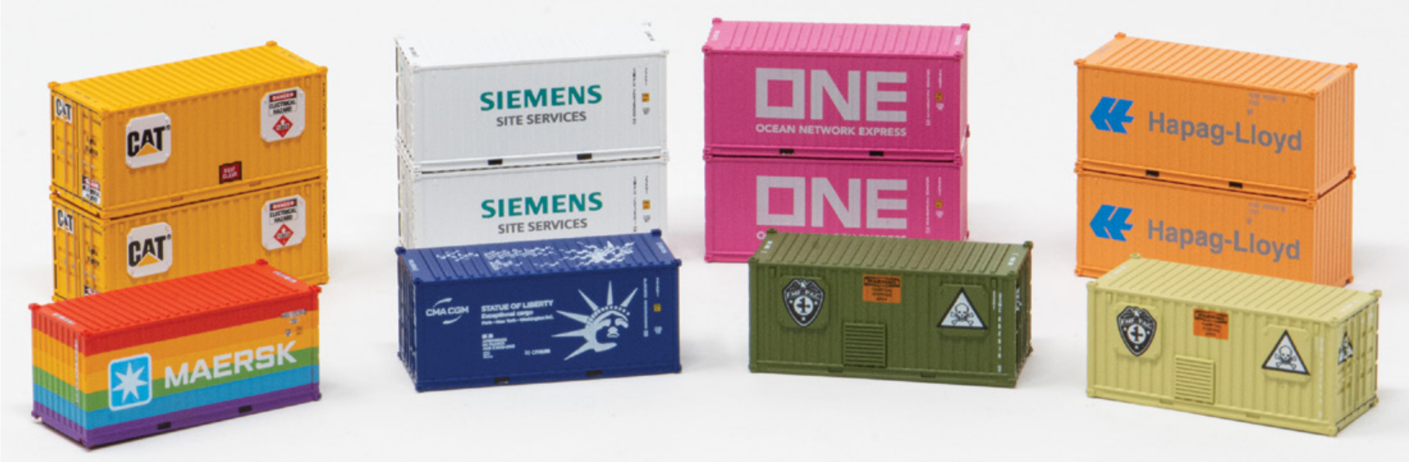
Roofs can often be overlooked as part of a model; thankfully, JTC doesn't think they should be. Each container has the correct roof with not just the correct profile but the proper detailing as well. Containers that are open topped have a decent representation of tarps in several different colors. The tarps are the only part of these models that is easily called out as definitely being a model when photographed. Fine fabric details like tarps are one of the most difficult things to make look photo realistic. JTC's rendition of this feature is a solid effort that certainly does better than many other attempts.

Another sticking point for many modelers is attaching containers to other containers in a double-stack configuration or keeping them from sliding off trailer chassis or flatcars. JTC has included the two most common attachment methods used in N scale. The first is Inter-Box Connecting (IBC) pins. These were common on many older container models; however, they can sometimes be way out of scale on these now-vintage toolings and show up as eyesores in pictures. JTC has made sure to still offer IBC connections and has kept them to scale, so that they also look great. On the more hidden but very functional side of things, three magnets on the bottom of the containers (40-foot and larger, fewer magnets on 20-footers) and a metal plate in the roof of the container provide a very stable magnetic attachment for these containers and they work very nicely with other brands that have a similar design, like Kato's N-scale well cars and containers.

Now that I've discussed many important attributes included on JTC containers, there is always a need for equipment to haul them. Also available

**Below and Facing Page:** Jacksonville Terminal Company has produced several variations for EMP's green scheme. This centered logo release appears on the manufacturer's 53-foot high-cube container with 8-55-8 corrugated sides. This release (JTC's 537026) carries a $33.95 suggested retail price.





**Above:** This colorful collection of Jacksonville Terminal Company 20-foot containers includes standard livery selections from Siemens, ONE, and Hapag-Lloyd, along with a special paint Maersk example. The pair of yellow CAT models (on the left in the back row) are electrical distribution units. The green and sand color containers in the foreground on the right are from JTC's military series.

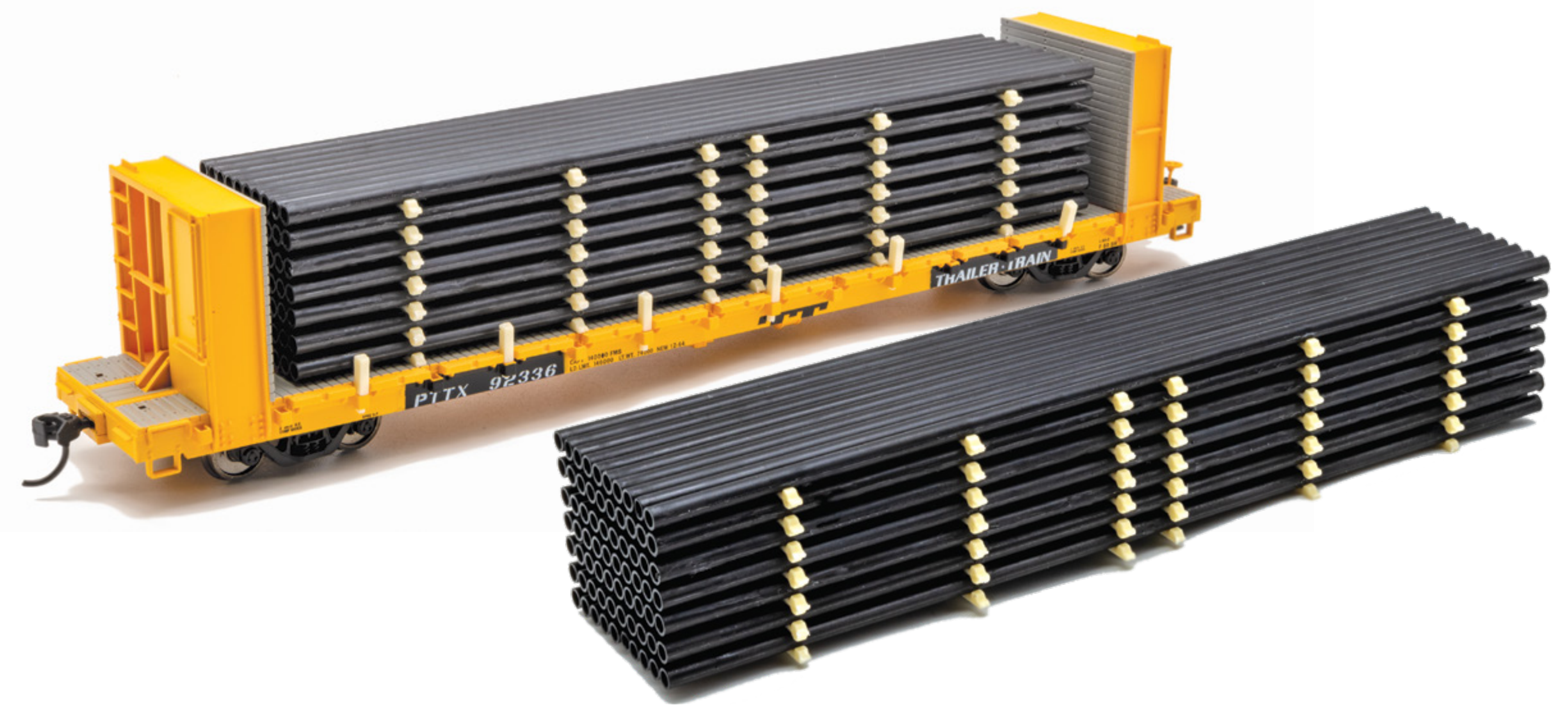
from JTC, and in comparable detail, are a number of different container chassis and a newer style intermodal well car model. JTC's N-scale trailer chassis include IBC connections and metal plates built in, to securely hold any of the matching length containers. The chassis are just as detailed, with proper hubs, simulated brake hardware, taillights, and markings. The company's N-scale National Steel Car (NSC) 17-post well car replica features die-cast construction of the main body, which gives those magnets in the containers something to hold on to and allows for better operations. This is a balance of features that many modelers have griped about for years with earlier well car models that were either too light, so they derailed, or too heavy so they looked oversized and a long train was unfeasible due to the weight of the cars. JTC's N-scale well cars include holes for the IBC connection pins, making placement of 20- and 40-foot containers in the longer wells much easier and more stable. These cars make a great addition to a modern fleet of well cars. To my knowledge, they have not been offered before in N scale and are commonly seen mixed in with many other styles of well cars (that are available from other manufacturers) in prototypical consists.

For the modern modeler pursuing N scale, JTC containers and other products are a perfect addition to an intermodal consist or container depot. The details included on the models make them standouts for casual viewing on a layout and centerpieces for model railroad photos. JTC makes having a detailed model layout easier than ever and is pioneering the quality of non-train items (like its controlled entry kiosk, chassis, and other releases) in N scale. MRN

Review HO

# An Easy Pipe Load

## New Walthers SceneMaster kit



**Above:** The completed pipe load measures 45 feet long and stands a bit less than 10 feet tall. The pipes come molded in black, and cross brace sections and stakes for the car's side pockets are molded in tan. With a bit of paint or dull cote, an authentic look is easy to attain with this release.

**Review by Tony Cook**

**Walthers SceneMaster HO-scale**

**Pipe Load kit**
**949-3250, MSRP: $17.98**

**Wm. K. Walthers**
walthers.com

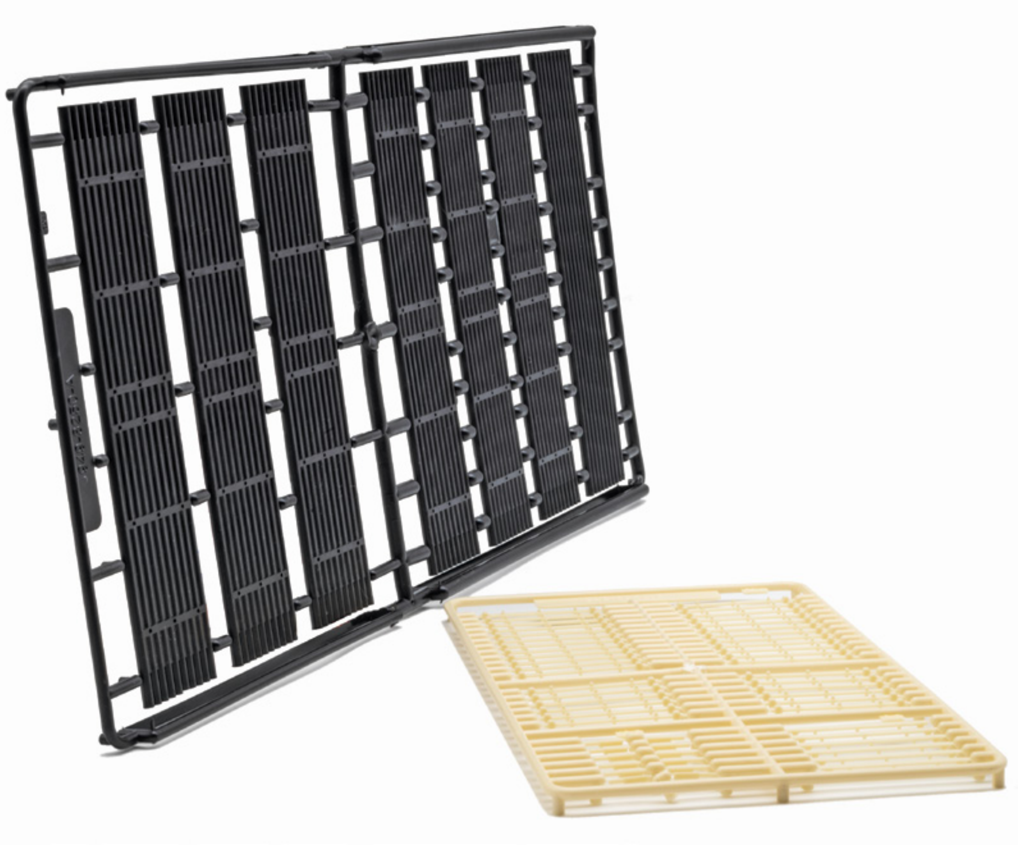
Easy to assemble and designed to fit the company's Mainline-series HO-scale Pullman-Standard 60-foot bulkhead flatcar (reviewed on pages 60-61 in this edition of *Model Railroad News*, this SceneMaster pipe load kit from Walthers is a release to consider for your railroad.

I believe this pipe load is a new release from Walthers. The kit comes bagged with a cardboard topper designed for pegboard mounting in a hobby shop... when I don't know how an accessory release like this is packaged, I am unsure of where to look for it in a store or at a train show. This packaging is large, as it houses one long plastic sprue with all the kit's 45-foot pipe sections molded in black plastic. The other sprue is molded in tan plastic and includes the cross brace sections and stakes for installation into the pockets lining the outside of a flatcar. A small sheet comes with this kit containing a diagram and description of the assembly process.

Each level of consists of 10 pipes that are molded as a single layer. They are similar, but you'll find one has mounting holes on just one side. This is the bottom or base layer. It is on the sprue opposite the end with the Walthers name part number tab. The other pipe layers include holes on their top and bottom enabling connection to the cross brace sections. The assembled pipe load stacks seven layers with six cross brace sections (with posts on both sides) sandwiching between. The top layer of pipes receives a cross brace section with posts only on its underside, providing a smooth board surface appearance on the load. The job is easy with a successful finish, when you set aside the couple of part variants and organize the repeated pieces.

For this kit build I added no paint to the black and tan pieces to show the reader what it looks like direct from the package. I used a pair of sprue cutters, a sharp hobby knife, sanding file, and super glue adhesive and completed the project over a workspace mat. The pipe layers are attached by no less than 18 connections to the sprue and/or the next layer and this is where the majority of the busy work comes into this build. The cross braces and stakes for the flatcar pocket have connections to their sprue at each end and nipping these free from the sprue goes quickly. With a very small amount of adhesive applied to each post on the cross braces and gently pressing them into the pipe layer, you simply repeat this process until you are out of these components. The pipe layers are thick and amply sturdy

**Right:** Two plastic sprues and an assembly guide sheet make up this Walthers SceneMaster kit. Retailing for $17.98, this kit fits the Mainline bulkhead flatcar recently released and reviewed in this edition of *Model Railroad News*.



that I encountered no challenges from warping that might make a solid-looking load difficult. Walthers promotes this pipe load for use with its Mainline-series 60-foot bulkhead flatcar, but you will find that this kit could find use beyond this mentioned freight car. I pulled an example of the recent Walthers Mainline HO-scale 53-foot Railgon gondola. You can see how you could easily modify the build to include fewer layers and the shorter load would fit fine in this open gon model. A freight car is not necessary for this load's use, as these pipes come from somewhere and go someplace in the real world, and you can recreate these locations and scenes with this offering.

The build was easy. If I can do it, you can do it better. Try one of these Walthers SceneMaster pipe loads and see what you make of it and where you place it on your railroad. MRN

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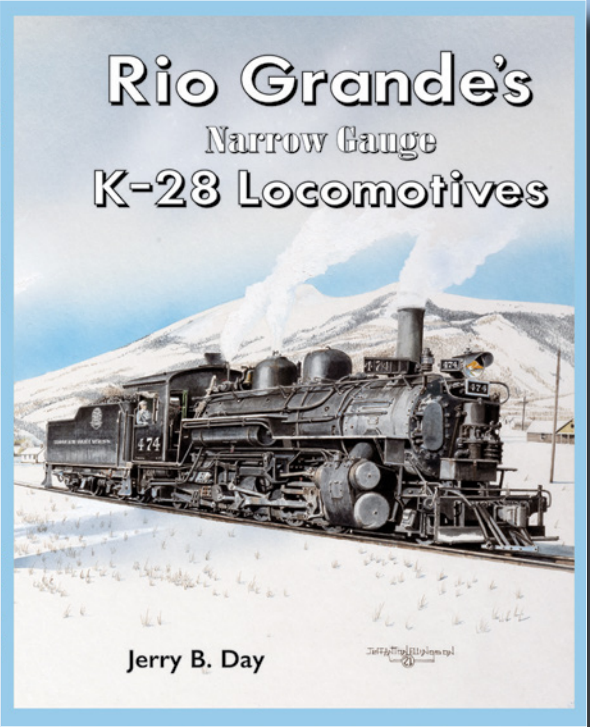
Rio Grande's
Narrow Gauge
K-28 Locomotives
Jerry B. Day
474

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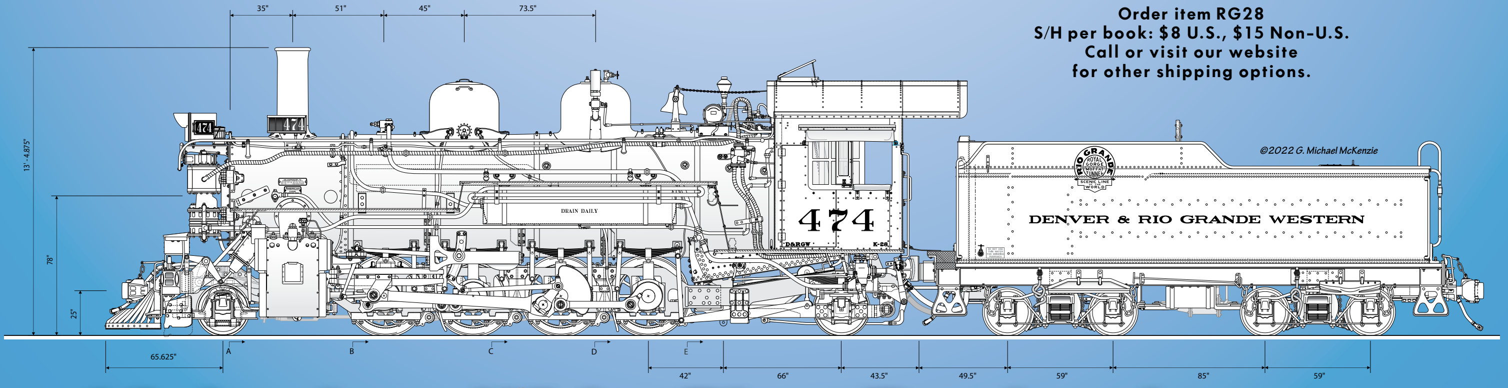
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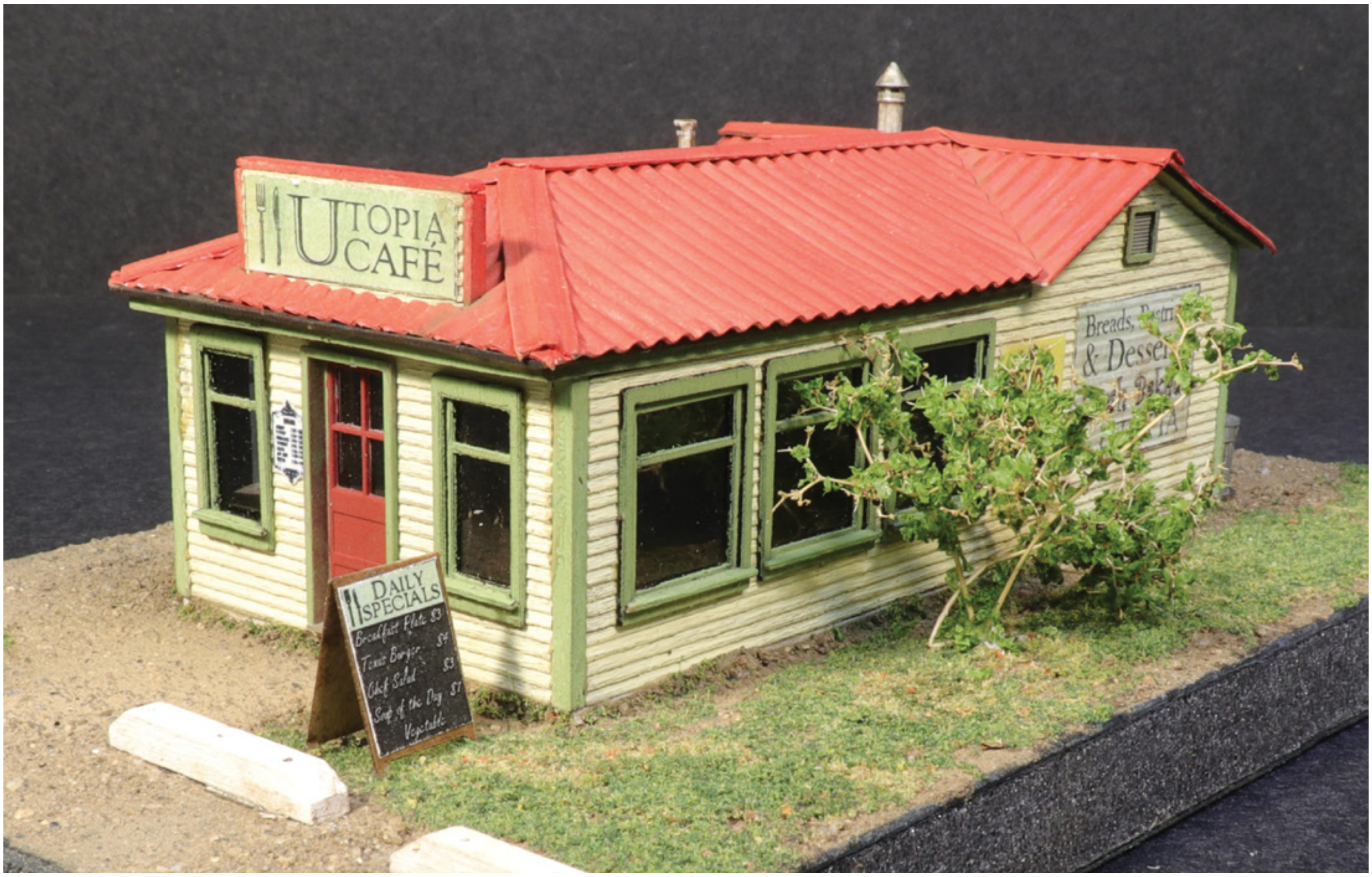
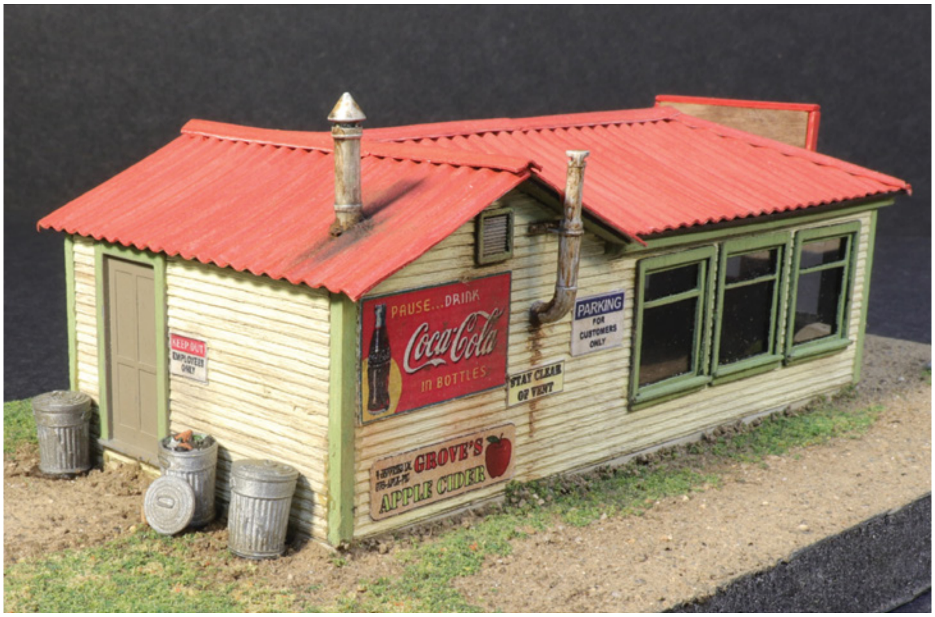
# Utopia Cafe kit is new in HO scale from Mine Mount Models



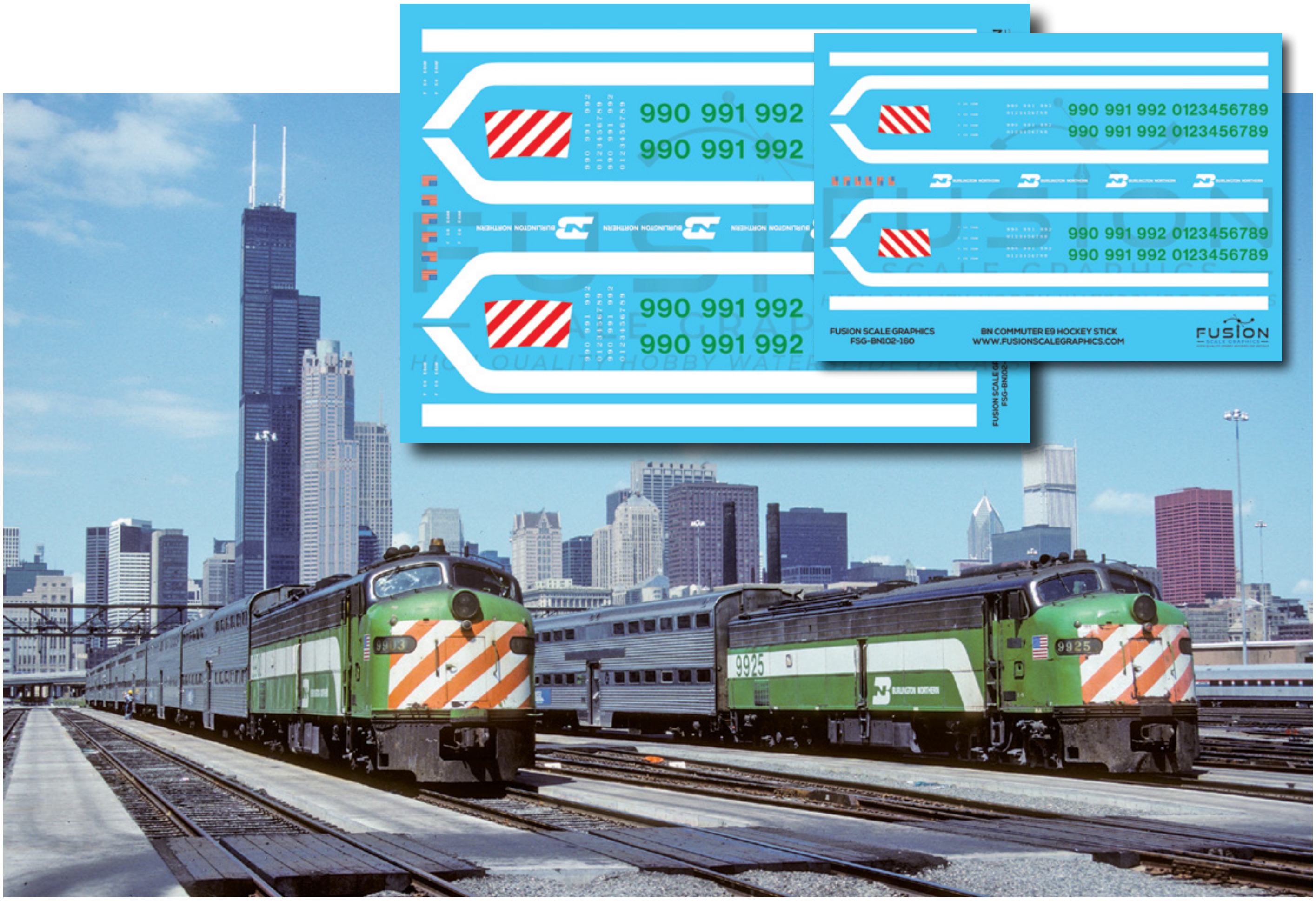
**HO** — Mine Mount Models introduces what it calls "a little slice of paradise" with its Utopia Cafe kit. This HO representation of a small restaurant business is typical of many roadside establishments found in many locations. The company states its Utopia Cafe kit can be assembled with the investment of a couple enjoyable evenings of modeling. The finished structure will occupy a 4 x 2-inch footprint on your model railroad. The landscaped example scene shared here is approximately 4 x 7 inches. The kit sells for $40 and comes packed with illustrated instructions. You'll find a variety of 3D-printed details included with the building components, as well as sign options to decorate the exterior to make it fit into several time periods. Visit Mine Mount Models online to see this and other releases.

Mine Mount Models, minemountmodels.com

**Above and Below:** This assembled and decorated example of Mine Mount Models' HO-scale Utopia Cafe kit shows what you can attain with the release and your time, skills, and basic hobby tools and supplies. This $40 kit comes with laser-cut walls and roof and Tichy Train Group-made doors. The sandwich board sign is included, along with color instructions (scenery and other details are not included).



# Burlington Northern Commuter E9 decals in HO and N from Fusion Scale Graphics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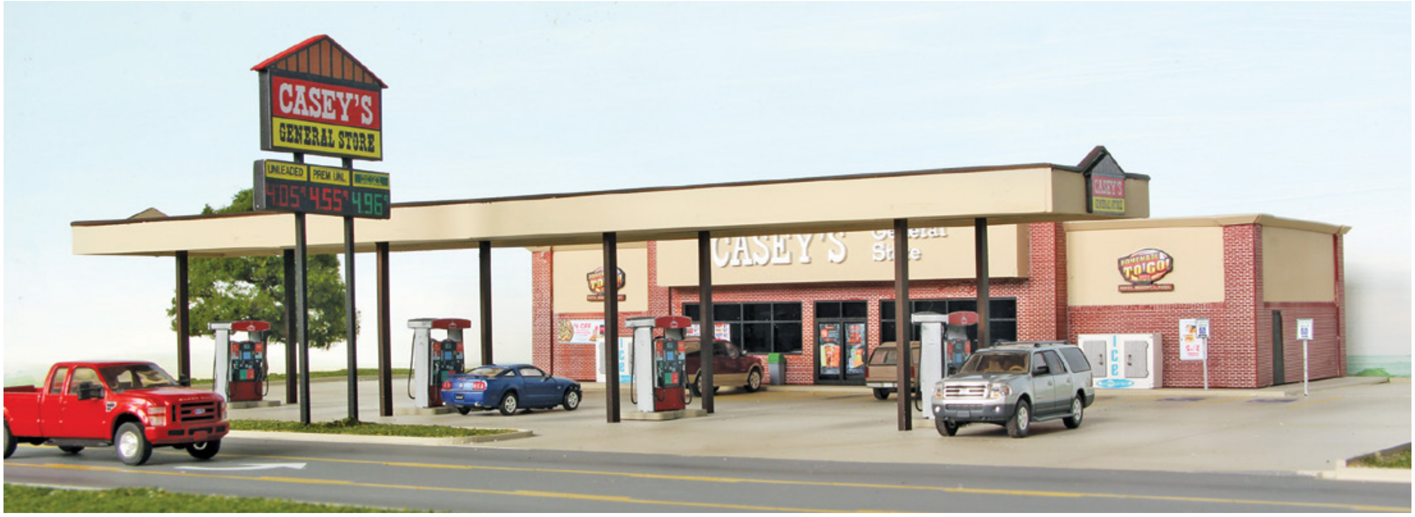
**Above:** Burlington Northern 9903 and 9925 at Chicago in July 1991. These two BN E9Am examples nearly span to 25-unit roster series (9900–9908 and 9910–9925) from beginning to end. The first nine units were E8s Morrison-Knudsen (M-K) rebuilt in 1973 to E9 specs and set up for head-end power ability. The other part of the roster (9910–9925) were E9s with updated electronics and a conversion to head-end power capability (also by M-K). — *Bruce C. Nelson photo, Kevin EuDaly collection*

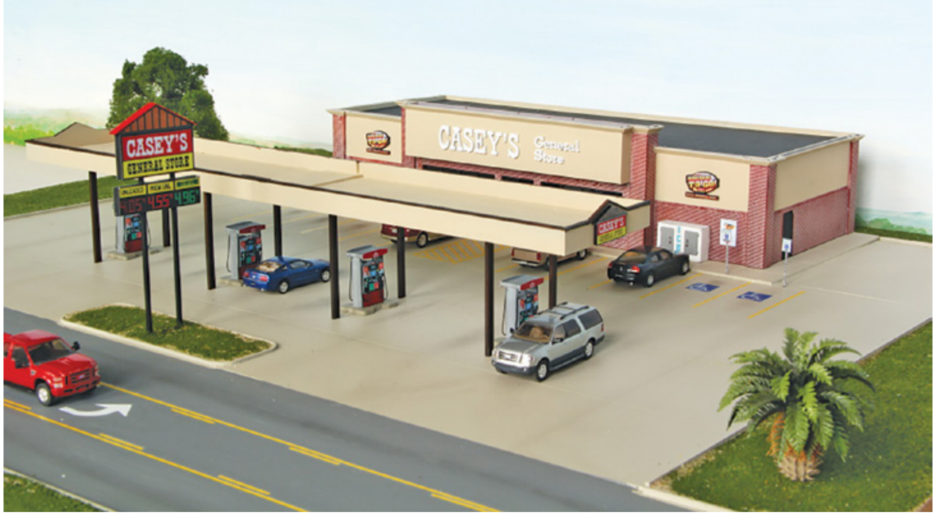
**HO & N** — Fusion Scale Graphics offers several decal sets reproducing lettering and logos for creating a variety of models, including airplanes, cars and trucks, and railroad subjects. The company's Burlington Northern Commuter E9 Hockey Stick sets come in HO (FSG-BN102-87, MSRP: $12) and N (FSG-BN102-160, MSRP: $9). The graphics include two-color nose stripes, white BN logos and hockey stick bands, as well as red, white, and blue U.S. flag emblems. You can purchase Fusion Scale Graphics decal sets direct from the company via its website.

Fusion Scale Graphics, fsdecals.com

**Right:** Draw your own crowds of appreciative followers in HO or N with Fusion Scale Graphics decals for Burlington Northern E-units. BN 9918, 9902, 9913, and 9921 have an audience at Aurora, Ill., on August 30, 1992. — *Lance A. Wales photo, Kevin EuDaly collection*

# Casey's General Store kit in HO from Summit





**HO** – Casey's General Store is a common roadside sight across the Midwest and Southern U.S. The company (based in the Des Moines, Iowa, area) operates more than 2,100 locations similar in setup and design to this new HO-scale replica from Summit USA.

The company's Casey's General Store kit (CA-001) provides milled styrene and laser-cut components presented in white, with clear acrylic sections for windows, and self-adhesive micro-plywood sections to construct a modern edition of this chain's typical location. The model components require some light sanding for optimal fit and painting is required. Included with this kit are various building parts, including gas pumps, iceboxes, and signs. The completed building (as shown) resides on a 13 1/4 by 5 3/4-inch footprint and stands three inches. The canopy over the pumps measures 14 3/4 by 2 3/4-inches and stands three inches. On Summit's website you'll find a link to download a PDF of the view the manual for this kit. This kit, which sells for $120, and many others are available from your hobby dealer and direct from the manufacturer. You can also purchase a built-up, painted Casey's General Store from Summit USA for $355 that is ready to place on your model railroad.

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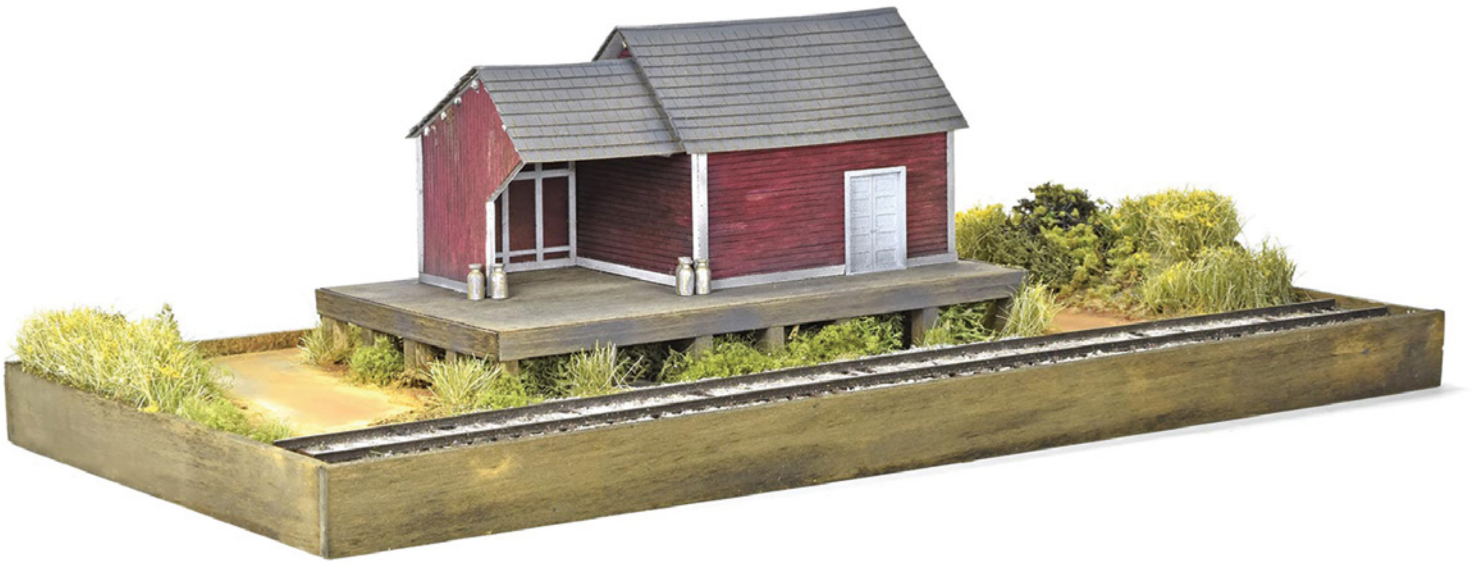
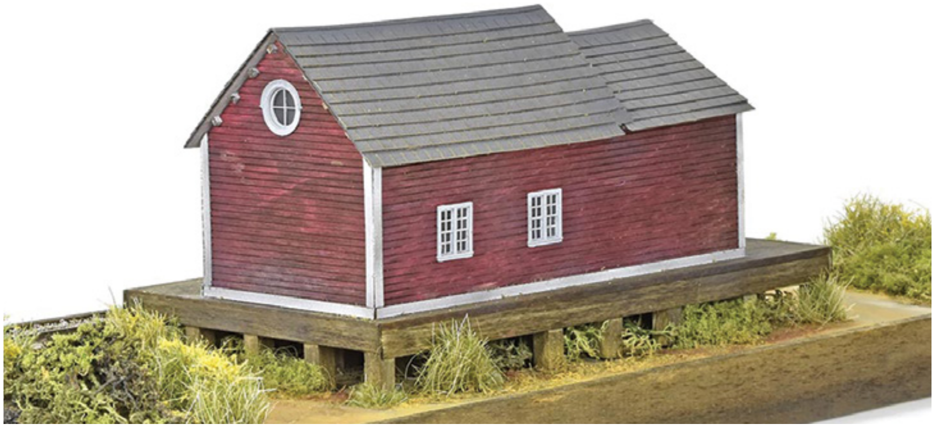
# Scientific's Branchline Milk Shed kit from Micro-Mark in HO scale





**HO** — Scientific's Branchline Milk Shed kit (90449) from Micro-Mark offers a trackside stop structure for your model railroad with a footprint of 6 by 3 1/4-inches for the completed building (which is made up of laser-cut basswood pieces). This assembled and decorated example shows what you can create from this $29.95 release. This and other structure kits are available now from Scientific at Micro-Mark's website.

Micro-Mark, 800-225-1066; micromark.com

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# New releases and new website from Train Control Systems

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**ELECTRONICS** — Train Control Systems (TCS) recently debuted an updated website. TCS states their new online home is a cleaner, more accessible, and faster tool to locate the electronic items you are seeking for your model railroad.

TCS' CS-105 Command Station (CS-105, MSRP: $529.95) is a Digital Command Control (DCC) unit with integrated Layout Command Control (LCC) feature, and built-in RailCom detector. TCS designed its CS-105 Command Station to work with its Universal WiFi Throttle (UWT-100, MSRP: $299.95).

For railroads requiring more power, TCS offers its B-106 Auxiliary DCC Booster (MSRP: $369.95). Like the CS-105, this piece of electronics integrates LCC and RailCom features. Included with TCS' B-106 unit is a power supply, AC cord, and detachable track power connector.

Find out more about these products and see what Train Control Systems offers in its line of DCC-related releases by visiting the manufacturer's website. Products are available from hobby dealers and direct from TCS.

Train Control Systems, tcsdcc.com

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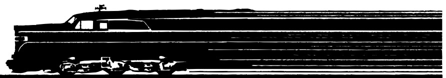

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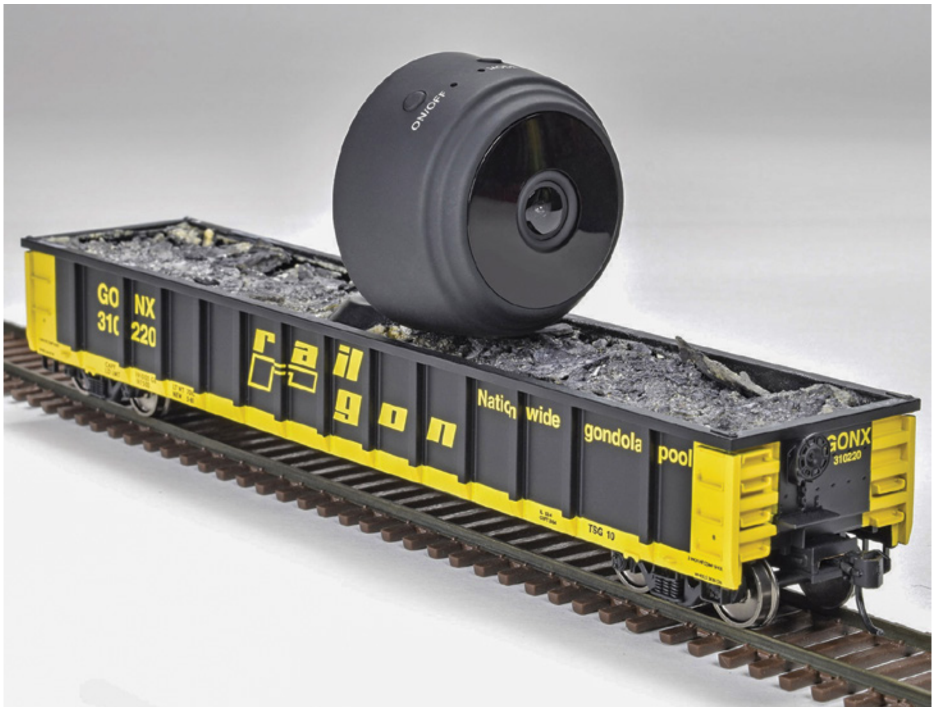
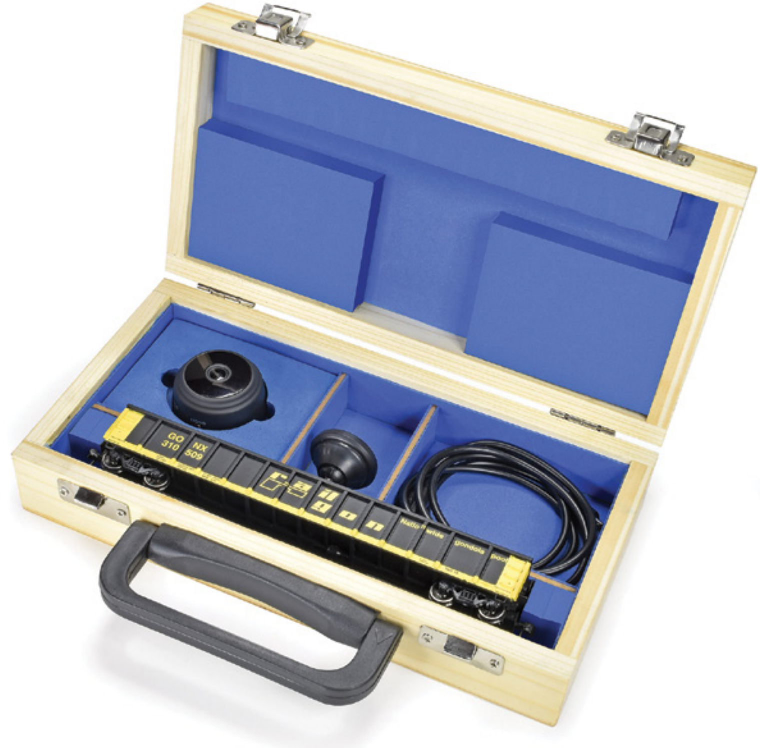
# Scientific's HO camera car set from Micro-Mark



**HO** — Scientific's Camera Car set (90154) is available in a recently upgraded version. This Micro-Mark exclusive comes in a foam-lined, wood case (shown below) and includes a 1080p high-definition camera mounted in an HO-scale Walthers Mainline gondola. The camera can send video via your wi-fi connection for amazing journeys around your model railroad. Included with this $124.95 release is a USB charging cable.

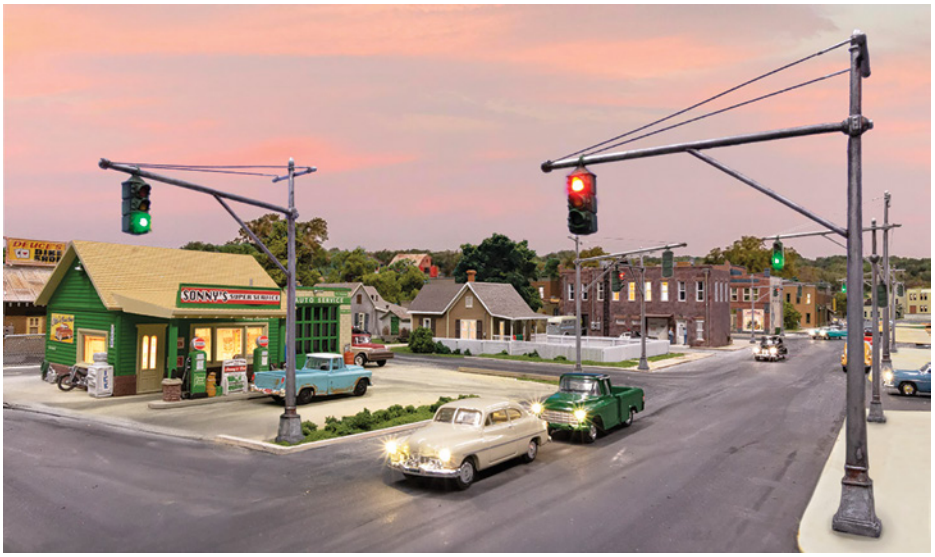
Micro-Mark, 800-225-1066; micromark.com



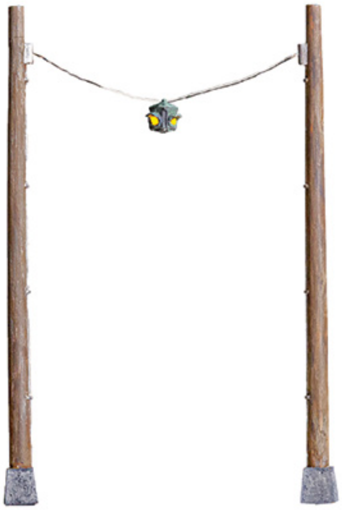
# Woodland Scenics adds series of traffic lights for Just Plug system in HO, N, and O scales

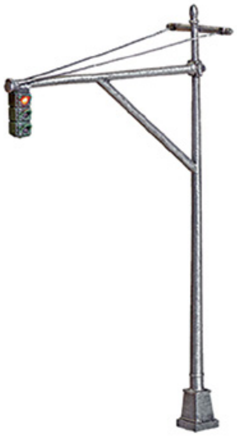
**HO, N & O** — Woodland Scenics has a wide variety of products and uses for its Just Plug lighting system. The design, like its name, makes for a simple connection between power, wiring leads, and items equipped with LEDs in the Just Plug series. New to the line is a collection of traffic lights available in HO, N, and O scales. The fully assembled and decorated details include LEDs that reproduce controllable lighting effects, simulating these common roadway safety features. You see each of the three initial offerings in this series on this page: Suspended Flashing Lights (below), Pedestal Traffic Light (bottom of the page below), and Mast Arm Traffic Light (right).

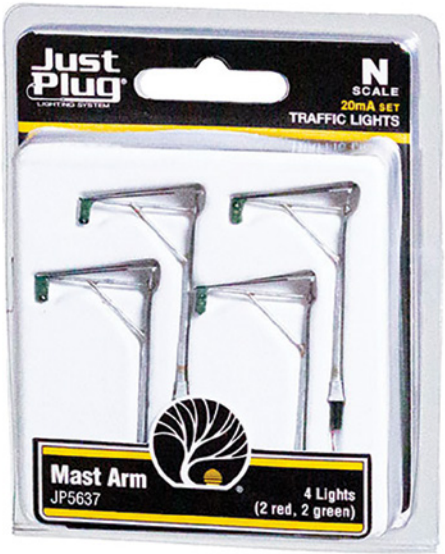
Woodland Scenics, woodlandscenics.com

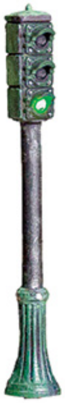


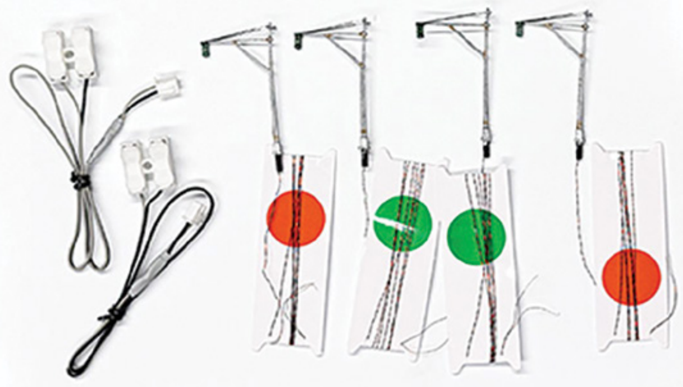
**Above and Below:** This decorated intersection scene shows what Woodland Scenics' new Just Plug traffic lights can add to your railroad and enhance its realism (below views show the packaging to look for and what comes in the Mast Arm Traffic Light set in N scale).











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Feb 11-12 Indianapolis, IN - Indiana State Fair
Feb 11-12 Wilmington, DE - Chase Center
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Feb 18-19 Rochester, NY - Dome Arena
Feb 18-19 Ventura, CA - Ventura County Fair
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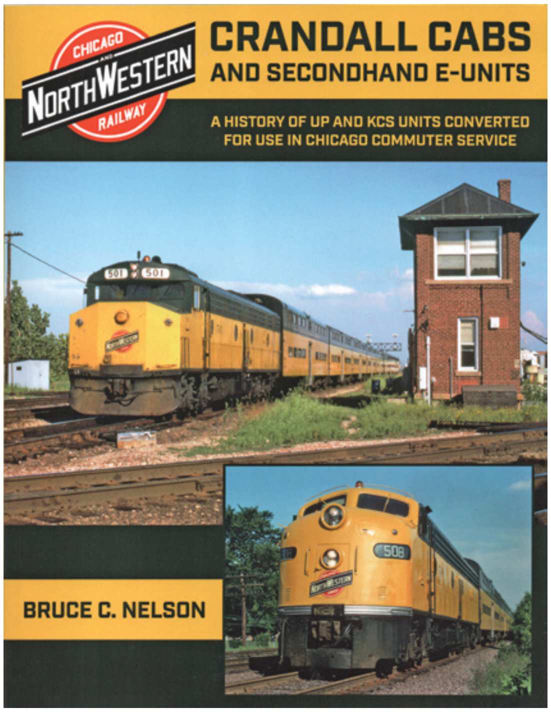
# South Platte Press presents *Crandall Cabs* book


CHICAGO AND NORTH WESTERN RAILWAY
CRANDALL CABS
AND SECONDHAND E-UNITS
A HISTORY OF UP AND KCS UNITS CONVERTED FOR USE IN CHICAGO COMMUTER SERVICE
501
508
BRUCE C. NELSON

**BOOK** — South Platte Press recently celebrated four decades in the publishing business and moves into 2023 with several new titles. *Chicago & North Western: Crandall Cabs and Secondhand E-units* is the complete story of the road's unusual approach to its Chicago-area commuter service motive power needs in the 1970s. Chicago & North Western (C&NW) acquired E-units from Kansas City Southern and Union Pacific to pull its commuter trains. Among the 15 secondhand E-units, a collection of six saw rebuilding into the unique Crandall Cab body style.

In his 80-page softcover book, author Bruce C. Nelson documents C&NW's efforts with this group of E-units and shares the interesting story of the development of the road's Crandall Cab. This South Platte Press title retails for $34.95 and includes 125 color images.

Also new from South Platte Press is *Hero of the Rails* by James J. Reisdorff. This 88-page softcover book tells the story of a St. Joseph & Grand Island fireman who risked his life saving a two-year-old boy playing on the tracks.

South Platte Press, southplattepress.com

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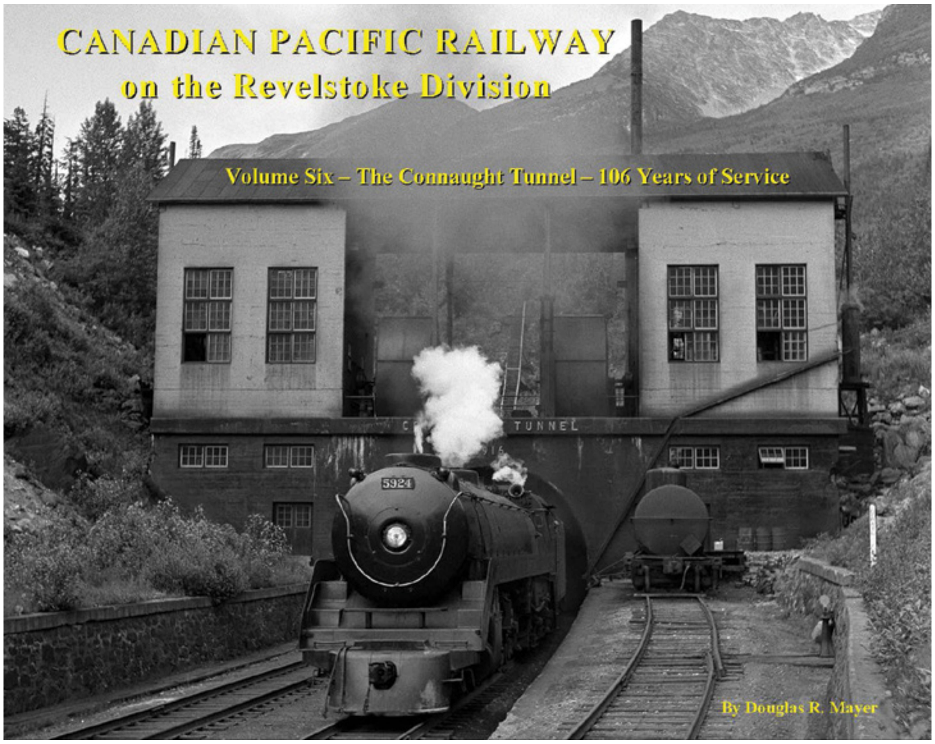
# Canadian Pacific's Connaught Tunnel is documented in new book


CANADIAN PACIFIC RAILWAY
on the Revelstoke Division
Volume Six – The Connaught Tunnel – 106 Years of Service
TUNNEL
5924
By Douglas R. Mayer

**BOOK** — Revelstoke Heritage Railway Society announces a sixth volume for Douglas R. Mayer's series of books on Canadian Pacific Railway's Revelstoke Division. Mayer's attention turns in this volume to what was once the longest railroad tunnel in North America.

Canadian Pacific's five-mile Connaught Tunnel was opened in 1916 and allowed the right-of-way to avoid the greatest challenges of Rogers Pass, located in the Selkirk Mountains of British Columbia. The new book, which is a fund-raiser project for the non-profit Revelstoke Heritage Railway Society, is an illustrated 100-page release with the results of many years of research included across its pages. Topics include extensive coverage of the tunnel's innovative design and construction, 1931 flood, and the stalled Selkirk steam locomotive incident. The book sells a $35 and can be ordered from the Revelstoke Heritage Railway Society's website.

Revelstoke Heritage Railway Society,
revelstoke-railway-museum.myshopify.com

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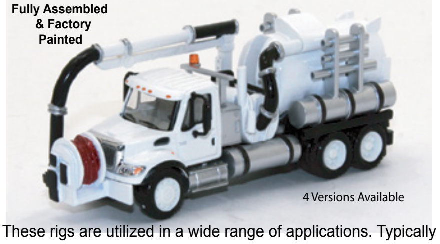

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# Santa Fe Steam Reference

## *Santa Fe Steam Compendium* on CD-ROM

SANTA FE STEAM COMPENDIUM
VOLUME 2 - MODERN LOCOMOTIVES
JOSEPH A. STRAPAC
SANTA FE
A.T.&S.F.
STEAM LOCOMOTIVE COMPENDIUM
VOLUME 1 -EARLY LOCOMOTIVES
JOSEPH A. STRAPAC
SANTA FE RAILWAY HISTORICAL & MODELING SOCIETY

**Above:** Noted rail historian Joseph A. Strapac authored two volumes on Santa Fe's steam locomotives. The titles, published by Santa Fe Railway Historical and Modeling Society, include hardcover print editions and digital editions on CD-ROM.

**Review by Tony Cook**

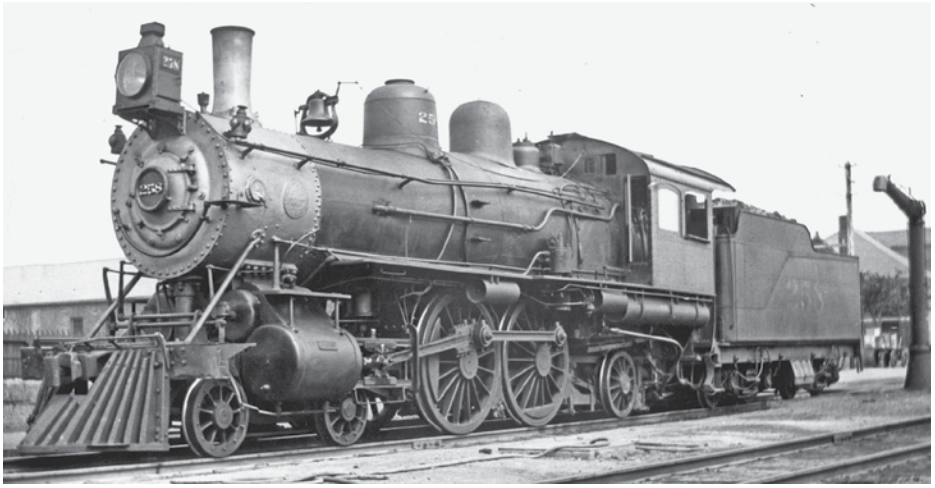
**Santa Fe Railway Historical and Modeling Society**

***Santa Fe Steam Compendium, Volume Two***
**by Joseph A. Strapac**

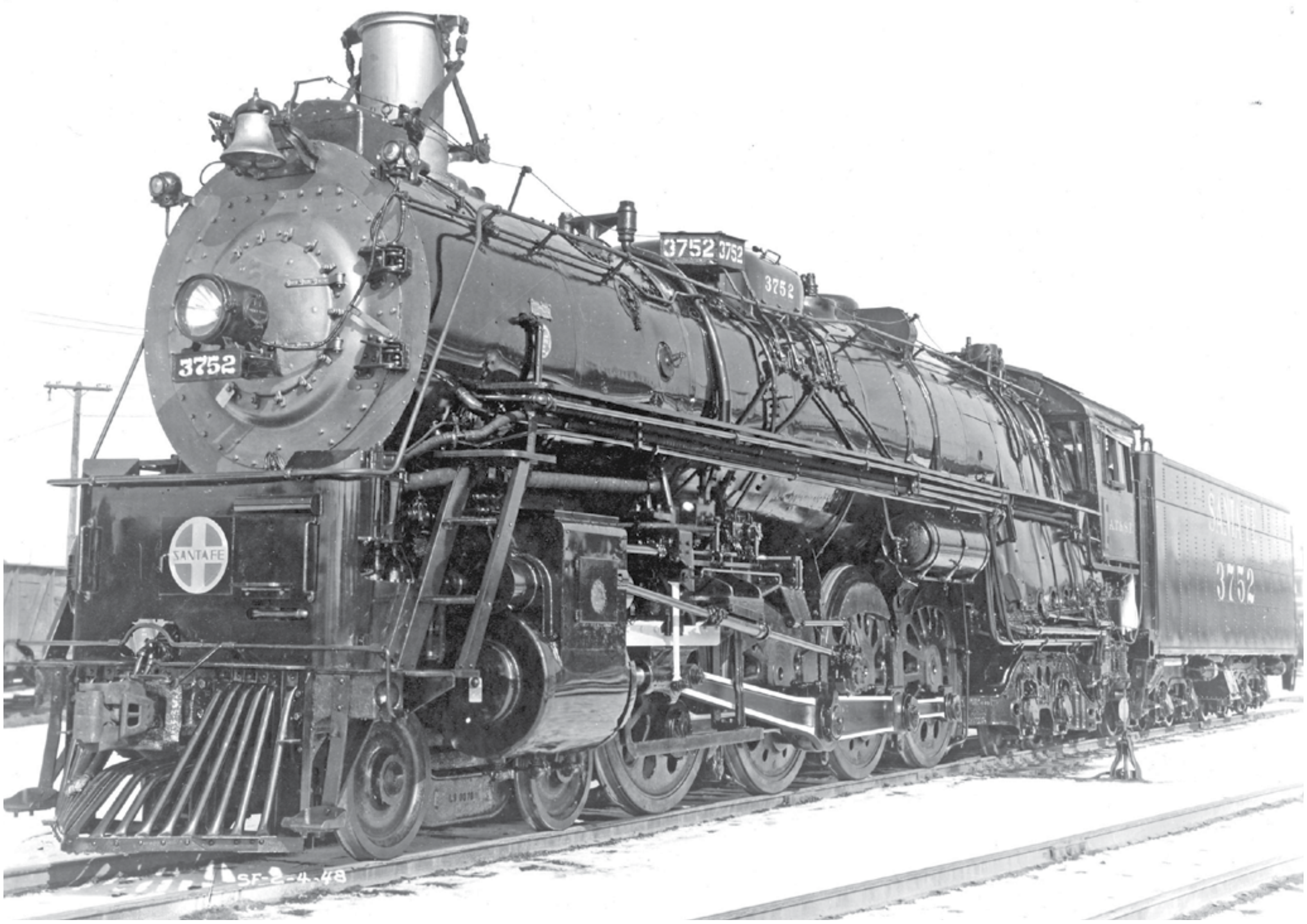
**Santa Fe Railway Historical and Modeling Society**
sfrhms.org

Digital releases for Joseph A. Strapac's two volume *Santa Fe Steam Compendium* are handy and easily accessible reference tools for the rail historian and/or model train enthusiast with a passion for steam operated by Santa Fe. The road's progress with steam locomotives begins with Strapac's first volume, subtitled *Early Locomotives*, with chapters devoted to the road's formative years with ancestral and subsidiary systems included. Eight chapters follow the opening information in the first volume and cover Santa Fe's Eight-Wheeler 4-4-0, Ten-Wheeler 4-6-0, Mogul 2-6-0, 2-8-0, 4-8-0, 0-4-0 and Tank Switchers, and 0-6-0 and 0-8-0 Switchers. The second book, subtitled *Modern Locomotives*, opens with a brief introduction and proceeds into early 20th century roster members with a dozen chapters each focused on a specific type or types of locomotives: Atlantic 4-4-2, Prairie 2-6-2, Pacific 4-6-2, Heavy Pacific 4-6-4, Mikado 2-8-2, Heavy Mikado 2-8-4, Mountain 4-8-2, Heavy Mountain 4-8-4, Decapod 2-10-0, Santa Fe 2-10-2, 2-10-4, and a combined presentation for Mallet and Articulated locomotives.

For this review, I obtained the digital (CD-ROM) version of *Santa Fe Steam Compendium, Volume Two*. While I feel comfortable in my knowledge of Santa Fe diesel locomotives, steam locomotives require a time investment. However, I appreciate them



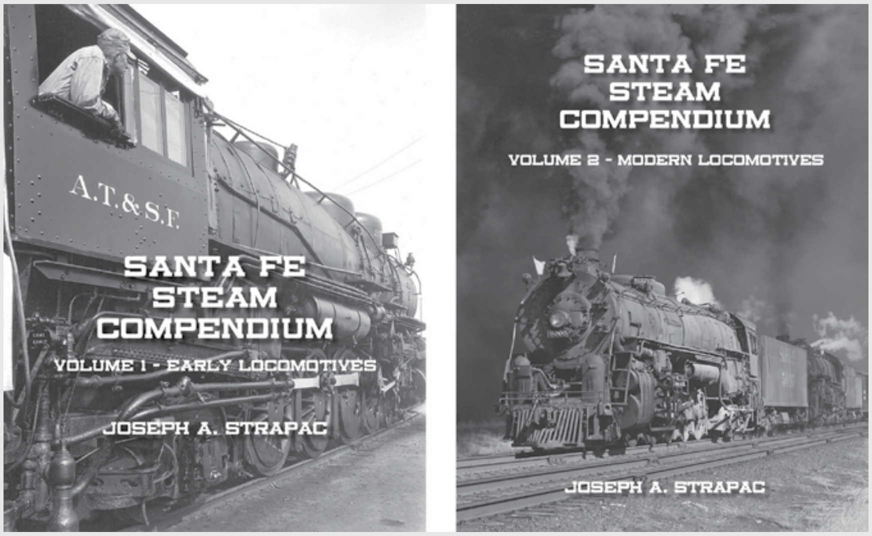
**Below:** This 1910 view shows Santa Fe 258 (a 1903 Baldwin-built 4-4-2) at Arkansas City, Kan. This Atlantic-type is the starting point for coverage in the second volume. Across nearly 600 pages, the author journeys through the road's modern steam, culminating with large 10-driver locomotives, Mallet, and Articulated roster members.



**Above:** Santa Fe 3752, a 4-8-4 steam locomotive, shows off its rebuilt appearance in early 1948. By this time, Santa Fe was dieselizing its roster like many other Class 1 railroads in the U.S. The society's second volume on Santa Fe steam includes loads of black & white views like this one, roster listings, diagrams, and supporting text.

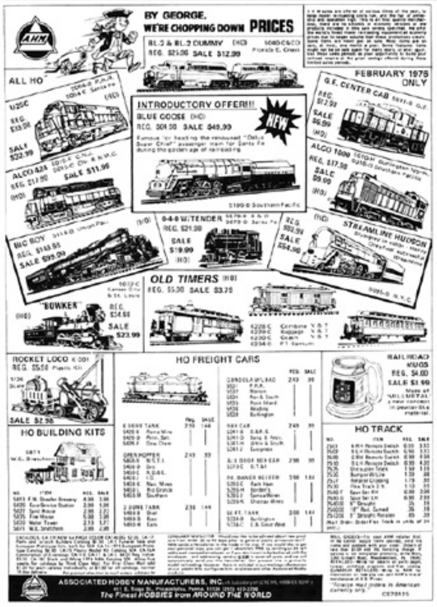
and have a desire to understand and know more about the subject. That in mind, I was a bit concerned that the information would be challenging for the steam-challenged reader... I was pleased to find that Strapac (as he does in all his works I've encountered) writes with authority and accessibility. This volume was an enjoyable trip through this portion of the road's steam locomotive history. All images are black & white and I found the quality of the digital version to be excellent, with clean views free of pixelation or "mosquito fuzz" that can degrade images compressed for presentation in this style release. You can buy either digital volume for $40 or add the pair to your library for $75. Visit the society's excellent website to find out about membership, enjoy online reference to Santa Fe, and order this or other titles. MRN

## Suggested Reading



The Santa Fe Railway Historical and Modeling Society (sfrhms.org) is an excellent example of this type of preservation organization. The group's publications cover their namesake railroad with the color quarterly *The Warbonnet* magazine and numerous books, including Joseph A. Strapac's pair of *Santa Fe Steam Compendium* reference titles shown above. As this review went to press, digital versions (on CD-ROM) of these reference books were available from the society's online shop. The hardcover first volume was listed as out of print, while the second volume (which sells for $150) was shown with a note informing interested buyers to join a wait list for any overruns on this second volume's print edition. The disk versions of both *Santa Fe Steam Compendium* titles were listed as available, with a set of CD-ROMs selling for $75 providing digital (PDF format) editions. You can also purchase either title on CD-ROM for $40 each.

**by TONY COOK with model photos by ReSourced Rails staff**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Santa Fe's Blue Goose can easily capture the attention of even a devoted diesel enthusiast… I've found myself in this predicament and am working through it by researching HO-scale 4-6-4 Blue Goose releases of the past for *HO Collector*'s (hotraincollector.com) First Quarter 2023 edition cover story. The only plastic HO rendition came in early 1976 from Rivarossi and was marketed in North America by Associated Hobby Manufacturers (a vintage February 1976 ad appears on the left and shows a $49.99 introductory offer deal) I paid a good bit more for my example, which I'll share and discuss in this mentioned *HO Collector* article. Other attempts at Santa Fe 3460 are several brass replicas. Tenshodo's effort (shown below) distributed by Pacific Fast Mail may be the first. A Boo-Rim Preccision handcrafted brass HO Blue Goose came in 2012 (the most recent before Broadway Limited Imports' effort reviewed in this edition) and was an Iron Horse Models/Precision Scale Co., Inc. release (shown above). MRN

Model Railroad News
The All-Scale News Monthly

# TIMETABLE
## No. 2

**EFFECTIVE 12:01 A.M.**
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TIMETABLE listings of railroad-related events are printed free of charge on a space-available basis. Notices submitted to our website at least 90 days prior to event date will be considered for publication in the magazine. White River Productions is not responsible for errors in listings, please confirm details with event sponsor.

**modelrailroadnews.com/timetable**

**ALABAMA**, **MOBILE**, March 4-5, 2023. SWARM Model Train Show at Mobile Via Health Fitness and Enrichment Center, 1717 Dauphin St. Enjoy our model train show featuring operating model railroads in several scales, demonstrations of model railroad techniques, and many vendors and dealers. Presented by South West Alabama Railroad Modelers. Refreshments available, Free parking, Wheelchair accessible. Admission: $8.00 Adults, $15.00 Family, age 9 and under free. Contact Glenn A. Samuel at (205) 914-0693.

**GEORGIA**, **CARTERSVILLE**, March 11-12, 2023. 25th Annual Piedmont Division Model Train Show at Clarence Brown Conference Center, 5450 GA Hwy 20. Enjoy our train show featuring six operating model railroads, 150 vendor tables, food trucks, and more. Presented by Piedmont Division SER NMRA. Door prizes, Refreshments available, Free parking, Wheelchair accessible, NMRA event. Admission: Adults $10.00, age 9 and under are FREE. Contact Sally Bando at (404) 550-4816, or visit themodeltrainshow.com

**GEORGIA**, **SAVANNAH**, March 4-5, 2023. Coastal [illegible] Buffs 34th Annual Model Railroad and T[illegible] Savannah Mall, 14045 Abercorn [illegible] show featuring more th[illegible] es, and operating model [illegible] N, HO, and O scale. Pr[illegible] ail Buffs. Wheelchair [illegible] king. Admission: Adult 2-Day [illegible] Students 65+ Seniors $5.00, under 12 [illegible] tive military FREE. Contact George Thomas at (912) 856-1240, or visit coastalrailbuffs.com

POSTPONED

**ILLINOIS**, **URBANA,** March 25-26, 2023. 39th Annual Lincoln Square Train Show at Lincoln Square Village Mall, 100 W. High Street. Enjoy model railroad displays, vendors of model railroad items and railroadiana, historical societies, and museum exhibits. Sponsor Illinois Terminal Division NMRA also hosts a "Make and Take" for beginning modelers of all ages. Door prize is an N scale layout. Wheelchair accessible, Refreshments available, NMRA event, Free parking, Door prizes. Admission: FREE. Contact Mike Lehman at (217) 344-5609, or visit itd.illinoisterminaldivision.org

**INDIANA**, **NAPPANEE,** March 18, 2023. Elkhart Model Railroad Club 18th Annual Train Show at Claywood Event Center, 13924 N 1100 W. Enjoy our train show featuring more than 150 vendor tables selling new and used model trains. Operating layout displays. Free parking, Wheelchair accessible, Refreshments available. Admission: $5.00 Per Person, Age 12 and under free with paid adult. Contact Nathan Overmyer at (574) 850-8485, or visit www.emrrc.com

**IOWA**, **DUBUQUE**, March 4, 2023. Model Railroad Garage Sale at Dubuque County Fair Grounds 4-H Bldg., 14569 Old Highway Rd. Buy, sell, and trade new and used model railroad equipment in all scales and gauges. Operating model railroad display. Presented by Dakota Southeastern Division Thousand Lakes Region NMRA. Refreshments available, Free parking, Wheelchair accessible, NMRA event. Admission: $3.00 Per Person, under 12 free with paid adult. Contact Gerry Miller at (563) 663-0857.

**KANSAS**, **LAWRENCE,** March 4-5, 2023. 21st Lawrence Model Railroad Club Train Show at Crown Toyota, 3400 South Iowa St. Enjoy our train show featuring vendors selling new and used model trains in all scales and gauges. Donate canned goods and get $2.00 admission. Refreshments available, Free parking, Door prizes, Wheelchair accessible. Admission: $8.00 Per Person. Contact Jim Turner at (785) 393-6207, or visit www.lawrencemodelrailroad.org

**MARYLAND**, **BOONSBORO,** February 11, 2023. HMRRM February Train Show at Washington County Ag Center, 7313 Sharpsburg Pike. Enjoy our train show featuring vendors selling all scales of model trains, as well as railroad artifacts, collectibles, books, and more. Presented by Hagerstown Model Railroad Museum. Refreshments available, Free parking, Wheelchair accessible, Door prizes. Admission: $5.00 per person, 12 and under free. Contact Joe Caha at (301) 800-9820, or visit www.antietamstation.com

**MASSACHUSETTS**, **HINGHAM**, March 11-12, 2023. Spring Show & Open House at South Shore Model Railway Club, 52 Bare Cove Park Drive. Our 10,000 sq. ft. building will host our permanent HO, HOn3, and Trolley layouts along with dealer tables and club white elephant table. Free parking. Admission: Adults $5.00, Seniors $3.00, Under 4 free with adult. Contact Jack Foley at (781) 740-2000, or visit SSMRC.org

**NEW YORK**, **HAMBURG,** February 18-19, 2023. WNYRHS Train & Toy Show/WNY Division NMRA Meet at Fair Grounds Event Center, 5820 South Park Ave. Enjoy our train show featuring multiple operating layouts in N, HO, S, and O, LEGO display and activity area, clinic presentations, and more than 350 vendor tables. Special joint event hosted by Western New York Railway Historical Society and WNY Division NFR NMRA. NMRA event. Admission: Adults $8.00, Age 12 and under FREE. Contact Art Toale at (716) 837-1791, or visit www.trainweb.org/wnyrhs

**NORTH CAROLINA**, **FLETCHER**, February 24-25, 2023. 23rd Annual Asheville Train Show at WNC Agricultural Center Expo Building, 1301 Fanning Bridge Rd. Enjoy our train show featuring new and used model trains in all scales and gauges, railroad collectibles, artifacts and antiques, operating layouts, hundreds of vendor tables. Presented by Western North Carolina Model Railroaders. Door prizes, Refreshments available, Free parking, Wheelchair accessible. Admission: $6.00 Per Person, under 10 with adult free. Contact Mike Devore at (828) 242-4411, or visit www.asheville-trainshow.com

**NORTH CAROLINA**, **NEW BERN**, March 4-5, 2023. 27th Annual Train Show at New Bern Riverside Convention Center, 203 South Front St. Enjoy our train show featuring 90 tables of vendors selling new and used model trains in all scales and gauges. Many operating model railroads, plus LEGO layout for the kids. Free parking, Wheelchair accessible, Refreshments available. Admission: $8.00 Age 12 and Up, Under 12 FREE with Adult. Contact George Creathorne at (201) 213-6907.

**OHIO**, **WEST CHESTER**, March 11, 2023. Model Railroad Spring Flea Market at Lakota West Freshman School, 5050 Tylersville Rd. Enjoy our train show featuring new and used model trains in all scales and gauges. Test Track available. Sponsored by Cincinnati Division 7 NMRA. Free parking, Wheelchair accessible, NMRA event, Refreshments available. Admission: $7.00 Adult, $3.00 Age 11-15, Age 10 and Under FREE. Contact Joe Smith at (513) 662-7245, or visit bit.ly/2023Div7FleaMarket

**PENNSYLVANIA**, **HARRISBURG,** March 11, 2023. 35th Annual Harrisburg Railroad Show and Collectors Market at Scottish Rite, 2701 North Third Street. Enjoy our train show featuring vendors selling railroadiana, model trains and accessories of all scales, railroad hardware, documents, collectibles, calendars, dining car china, lanterns, books, videos, slides, photographs, apparel, and many more items. Nearby Harris Tower Museum will be open for tours. Presented by Harrisburg Chapter NRHS. Refreshments available, Free parking, NRHS event, Wheelchair accessible. Admission: $5.00 Adults, Under 12 FREE. Contact Mark Irvin at (717) 343-7182, or visit harrisburgnrhs.org

**PENNSYLVANIA**, **WALNUTPORT,** March 19, 2023. Carbon Model Railroad Society Spring Train Meet at Diamond Fire Company Bingo Hall, 120 Main St. Enjoy our train show featuring many vendors selling new and used model and toy trains in all scales and gauges, plus collectibles, railroadiana, and memorabilia. Wheelchair accessible, Refreshments available, Door prizes, Free parking. Admission: $5.00 for Adults, Free for Children under 12 years. Contact Garry Mack at (610) 826-6636, or visit CMRS.info

**TEXAS**, **PASADENA**, February 18, 2023. Greater Houston Train Show at Pasadena Convention Center, 7902 Fairmont Parkway. Enjoy our train show featuring operating layouts, modeling demonstrations, NMRA model contests, and vendors selling new and used model trains in all scales and gauges. Presented by San Jacinto Model Railroad Club. Admission: Adults $5.00, Family $10.00, Under 12 free. Contact Gene Mangum at (713) 899-5127, or visit sanjacmodeltrains.org

**UTAH**, **OGDEN**, March 3-5, 2023. 33rd Annual Hostlers Model Railroad Festival at Union Station, 2501 Wall Ave. Enjoy the largest train show in the Intermountain West. Many operating layouts in multiple scales, including Lego. Vendors selling new and used model trains in all scales and gauges, railroad collectibles, and more. See website for details. Refreshments available, Free parking, Wheelchair accessible. Admission: $8.00 Per Person, $12.00 Weekend Pass, Under 12 free. Contact Bob Cannon at (801) 544-5749, or visit www.hostlers.org

**VERMONT**, **ST. ALBANS**, March 11, 2023. NWV Vermont Rails Model Railroad Show at Collins Perley Sports and Fitness Center, 890 Fairfax Road. The largest model railroad show in Vermont, now in its 35th year! The show will feature operating layouts in multiple scales, and more than 100 tables of exhibits and vendors of model railroading supplies, videos and books, and more. Presented by NWV Model Railroad Association. Free parking, Wheelchair accessible, Refreshments available. Admission: $6.00 Adults, $2.00 Age 6-12, Under Age 6 Free. Contact Ron Piro at (802) 598-0905, or visit www.nwvrailroad.org

**WEST VIRGINIA**, **CHARLESTON**, March 11-12, 2023. KVRA Model Train Show at Charleston Coliseum and Convention Center, 200 Civic Center Drive. More than 19,000 sq. ft. of vendors selling new and used model trains in all scales and gauges, as well as operating layouts in several scales. Presented by Kanawha Valley Railroad Association, Inc. Refreshments available, Wheelchair accessible. Admission: $5.00 Per Person, Under 12 Free. Contact Joe Horter at (304) 539-6721, or visit www.kvrailroad.org

**WISCONSIN**, **MADISON,** February 18-19, 2023. Mad City Model Railroad Show & Sale at Alliant Energy Center, 1919 Alliant Energy Center Way. 55th annual show features expanded 100,000 sq. ft. of operating model railroads in all scales, toy trains, clinics, exhibits, and vendors (250+ tables). Door prizes and four train sets given away each day. See website for details and discounts. Presented by South Central Wisconsin Division, Midwest Region NMRA. NMRA event, Door prizes, Wheelchair accessible, Refreshments available. Admission: Two-Day Pass $20.00, Adults $14.00, Seniors (65+) $13.00, Youth (5-15) $6.00, Family Pack $36.00, Under 5 FREE. Contact Bob McGeever at (160) 843-8532, or visit www.nmra-scwd.org

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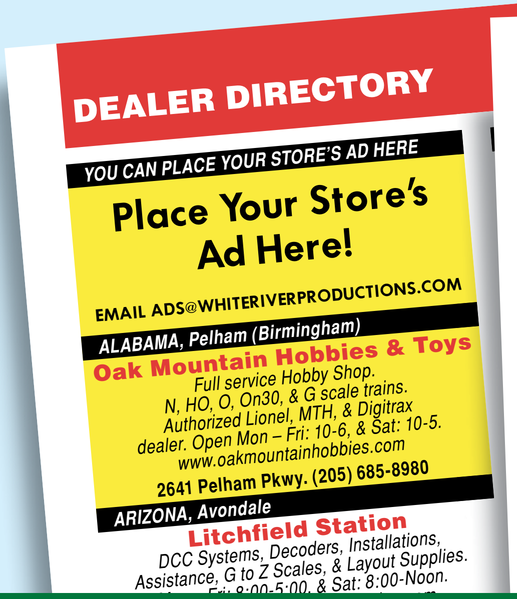

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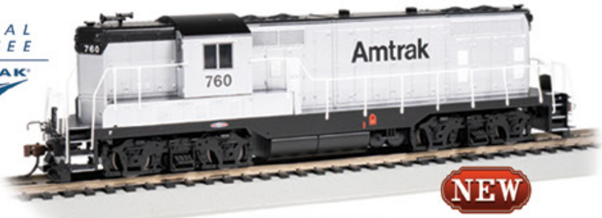

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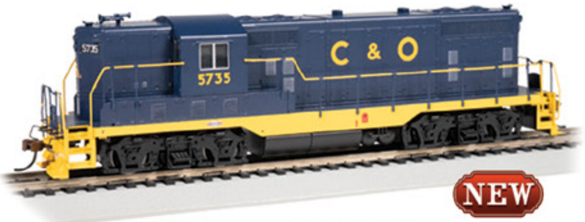

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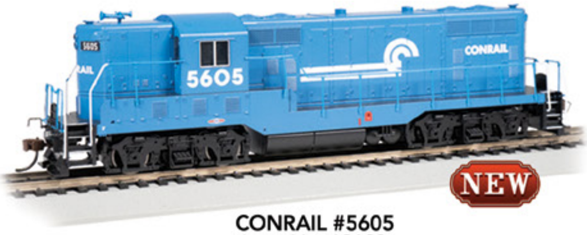

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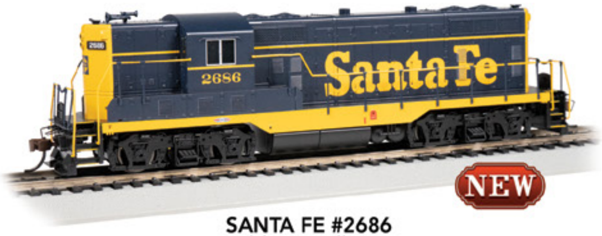

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